



The China Mail

ESTABLISHED 1845

M. J. MEYER
JAPANESE PHOTOGRAPHY
4 kinds of Photographs
Work done in latest style
DRESSING AND FINEST
ARTISTS & SPECIALISTS
100, QUEEN'S ROAD
CENTRAL

No. 15,224

號二十月二年二十百九千一

HONGKONG, MONDAY, FEBRUARY 12, 1912

日五廿月二十年亥辛曆

PRICE, \$3.00 Per Month

THORNE'S

OLD VAT



SCOTCH WHISKY.

R. THORNE & SONS, LTD.
GREENOCK & LONDON.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.

POPULAR

ASAHI BEER



OBTAINABLE EVERYWHERE.

SOLE AGENTS:

Mitsui Bussan Kaisha.

Hongkong, January 3, 1912.

RUBBER CROPS AND PRICES.

FATALING RUBBER ESTATE, LTD.

The crop of rubber harvested on this Company's Estate for the year ended 31st Dec., 1911, was approximately 334,082 lbs., of which 222,688 lbs. have been sold at an average gross price of 5s. 0-47d. per lb.

RIKIAN RUBBER ESTATE, LIMITED.

The crop of rubber harvested on this Company's Estate for the year ended 31st Dec., 1911, was approximately 92,761 lbs., of which 48,428 lbs. have been sold at an average gross price of 4s. 10-43d. per lb.

GOLDEN HORN RUBBER ESTATE, LTD.

The crop of rubber harvested on this Company's Estate for the year ended 31st Dec., 1911, was approximately 107,866 lbs., of which 124,017 lbs. have been sold at an average gross price of 5s. 3-08d. per lb.

SELABA RUBBER ESTATE, LTD.

The crop of rubber harvested on this Company's Estate for the year ended 31st Dec., 1911, was approximately 350,963 lbs., of which 212,640 lbs. have been sold at an average gross price of 5s. 1-09d. per lb.

LONDON SMITH RUBBER AND PRODUCE CO., LTD.

The crop of rubber harvested on this Company's Estate for the year ended 31st Dec., 1911, was approximately 122,472 lbs., of which 71,486 lbs. have been sold at an average gross price of 5s. 2-26d. per lb.

The Directors have sold 24 tons No. 1 rubber for delivery in equal monthly quantities throughout 1912 in London, at an average gross price of 4s. 8-1d. per lb.

LUNYIA (CEYLON) TEA AND RUBBER ESTATE, LTD.

The crops harvested on this Company's Estate for the year ended 31st Dec., 1911, were approximately 122,472 lbs., of which 71,486 lbs. have been sold at an average gross price of 5s. 2-26d. per lb.

SAIPALAKA RUBBER CO., LTD.

The crops harvested on this Company's Estate for the year ended 31st Dec., 1911, were approximately 122,472 lbs., of which 71,486 lbs. have been sold at an average gross price of 5s. 2-26d. per lb.

THE EXPERTISE, MOVEMENT IN FRANCE

has received an impetus in the shape of a gift of \$200 from the firm of Michelin Freres. This sum is to be devoted to providing prizes for successful students of the Ecole Polytechnique.

A competition will be opened all over France, and the prizes will be awarded at the end of a year.

HOW TO PREVENT CHOLERA.

WHEN given as soon as the group cough appears Chamberlain's Cough Remedy will ward off an attack of cholera, prevent all danger and cause of cholera to disappear.

For sale by all Chemists and Dispensaries.

Business Notices.

W. S. BAILEY & Co. Ltd.
Builders of Steamers up to 1000 Tons.
Tugs, Launches, Barges, Motor Boats.
Castings, Forgings, Rods, Bridge Work and Engineering Work and Repairs of every description.
ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.
Also complete pneumatic Riveting Plant.

TELEGRAM

Received on 11. 11. 11. from LONDON.

'We beg to inform you ROYAL WARRANT AWARDED our Company for Milk.



TRADE MARK

(CONDENSED MILK.

MILKMAID

STERILIZED NATURAL MILK.

EVAPORATED CREAM

On Sale at All Stores.

HONGKONG, CANTON, MACAO

AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE
CANTON TO HONGKONG
TUESDAY, 13th FEBRUARY.

8.00 A.M. 'HONAM' 8.00 A.M. 'HEUNGSHAN'
10.00 P.M. 'FATSHAN' 3.00 P.M. 'KINSHAN'

WEDNESDAY, 14th FEBRUARY

8.00 A.M. 'HEUNGSHAN' 8.00 A.M. 'HONAM'
10.00 P.M. 'KINSHAN' 3.00 P.M. 'FATSHAN'

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE
S.S. 'SUI TAI' Tons 1651. S.S. 'SUI AN' Tons 1651.
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf.
Sunday, at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.
SUNDAY, 18th FEBRUARY.

The Company's Steamship 'SUI AN' will depart from the Company's WING LOK STREET WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday leaving at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CHINESE NEW YEAR HOLIDAYS.
HONGKONG-CANTON LINE.
Steamers to and from Canton will run as usual.

HONGKONG-MACAO LINE.
There will be no steamer from Macao at 7.30 A.M. or steamers from Hongkong at 12.30 P.M. on Sunday, the 18th instant.

There will be no 8 A.M. steamer from Hongkong or 2 P.M. steamer from Macao on Monday, the 19th instant.

MACAO-CANTON LINE.
The S.S. 'HOI SANG' will run as usual.

CANTON-WUCHOW LINE.
The S.S. 'SAINAM' and 'NANNING' will run as usual.
Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
(HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

BIJOU.

GRAND CLASSIC DRAMA
THE MARTYRS

'See Special Hand Booklets.'

BURLESQUE

RUMY OH & JULI-YET

BY

EILEEN MURRAY and

R. H. STEPHENSON.

NEW FEATURE.

London Graphic

(Gaiety Co.)

Leases & Managers, R. H. STEPHENSON.

Hongkong, February 1, 1912.

NOTICE.

THE only edition of the RACE BOOK and PROGRAMMES authorized by the BREWERS of the JOCKEY CLUB are those printed by Messrs. NORMAN & CO.

T. F. HUGHES,

Clerk of the Course.

Hongkong, January 31, 1912.

155

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE.

HIGH-CLASS AND LEADING CATERERS.

Dinners or Suppers supplied from 100 to 1000 Persons.

O. E. OWEN,

Proprietor.

Telegraphic Address: GRAND

Hongkong.

Business Notices.

THE EASTERN ASBESTOS COMPANY,
HONGKONG.

"VANISHO."

PAINT, VARNISH & ENAMEL REMOVER.

Removes even the oldest Paint in the shortest time, after it has been applied to the surface.

NON-INFLAMMABLE, NON-POISONOUS, NON-INJURIOUS.

NON-EXPLOSIVE.

Does not injure Wood or Iron Work, and contains no Acid.

Office Show Room: 4, QUEEN'S BUILDING, CHATER ROAD.

TELEGRAMS: 'CIBOATED', HONGKONG. TELEPHONE No. 561.

CRUICKSHANK'S COUGH REMEDY

A Valuable Remedy for Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs. Price \$1.00 per bottle.

CHILDREN'S COUGH MIXTURE.

Gives immediate relief. Price 60 cents per bottle.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head. Price \$1 per bottle.

PREPARED ONLY BY THE

VICTORIA DISPENSARY

MASSEY'S COMMERCIAL MAP & DIRECTORY.

NOW COMPILING

To Advertisers and Residents:

HEADS OF BUSINESS HOUSES,

PROFESSIONAL MEN,

SECRETARIES OF CLUBS,

MANAGERS OF HOTELS,

PRINCIPALS and MATRONS of HOSPITALS,

and ALL RESIDENTS are requested to send in full particulars.

NAME

ADDRESS

TELEPHONE NUMBER

CABLE ADDRESS

For Free Insertion. To: K. A. MASSEY,

30, KING EDWARD HOTEL,

Hongkong, February 12, 1912.

1411

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP-TO-DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

J. H. TAGGART, Manager.

156

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent island for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Terms—From 40 per day. Max. Telephone Add: 'Peakful'.

1000 Office. A. DE VORST, Prop.

Hongkong, February 8, 1908.

GRAND HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms. Luxuriously furnished. Electric Light and Fans throughout.

Cuisine under EUROPEAN SUPERVISION.

Ladies' Attendants. Special rates for married families on application to the Manager.

CHARGES MODERATE.

F. REICHMANN, Proprietor.

Telephone No. 197. Telegrams: 'Adonize', 'Central', 'Hongkong'.

Hongkong, November 10, 1906.

ASTOR HOUSE HOTEL.

(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely new management. Large and comfortable Rooms, Excellent Cuisine, under the supervision of an experienced French Chef.

PARTICULARS AND RATES on application to PROPRIETOR.

Hongkong, October.

THE GRAND CARLTON HOTEL

FIRST-CLASS AND UP-TO-DATE.

HIGH-CLASS AND LEADING CATERERS.

Dinners or Suppers supplied from 100 to 1000 Persons.

O. E. OWEN,

Proprietor.

Telegraphic Address: GRAND

Hongkong.

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

Race Season 1912.

FAIRALL & CO.

ARE SHOWING

New Millinery, Feathers, Flowers,

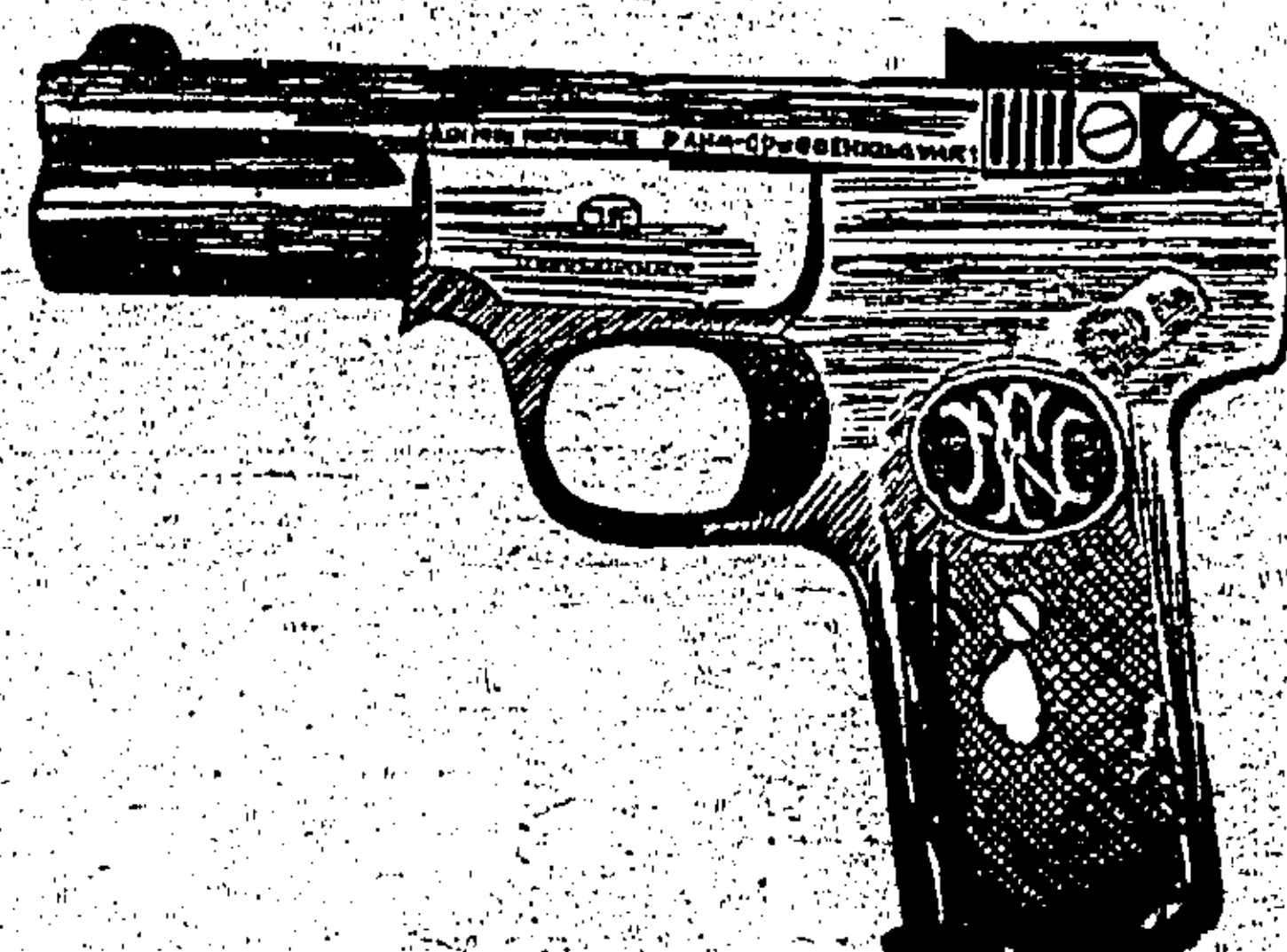
Scarves, Motor Veils, etc.

Smart Gowns for Day and Evening Wear.

Gloves, Shoes.

2, PEDDER STREET.

Telephone 644



AUTOMATIC POCKET PISTOL

"BROWNING."

8 shots in 2 seconds, and ammunition to fit.

MAUSER

SELF-LOADING PISTOL, WITH HOLSTER

BUTT STOCK.

10 Shots in 2 seconds, and Ammunition to fit.

SIEMSEN & Co.,

(Machinery Dept.)

Queen's Building, Praya, Hongkong.



A FINE RECORD

KUPPER PILSENER

BEER.

Over 30 Years in the Far East.

SOLE IMPORTERS,

CALDBECK MACGREGOR & Co.

Hongkong, January 25, 1912.

Intimations.

G. FALCONER & CO., LTD.,
WATCH-MAKERS, JEWELLERS AND OPTICIANS.

GOLD WATCH BRACELETS.
BROOCHES, RINGS AND PENDANTS

GOLD AND PLATINUM SETTINGS.

Inspection Invited.

HOTEL MANSIONS: OPPOSITE NEW POST OFFICE.

WING KEE & CO.,

Nos. 47, 49 and 49, CONNAUGHT ROAD CENTRAL
SILVER-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c. &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1903

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMIDE WORK
elect Views of Hongkong and South China
Special Department for Developing and Printing for Amateurs,
CAMERAS FOR HIRE.

WING ON CO.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS.
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
109-213, DES VŒUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Tram pass the Door).
Telephone 189.

J. ULLMANN & CO.

CORNER OF FLOWER STREET.

Jewellers, Watchmakers and Opticians.

CHINESE AND JADE JEWELLERY.

SOUVENIR SPOONS
A SPECIALITY.

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restaurateurs.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 25, 1910.

MATHEUS MUELLER

'BRAND EXTRA'
SPECIAL CHAMPAGNE
Purveyors to H. I. M. the Emperor of Germany and
14 other REIGNING houses.

A. C. MEUKOW & Co.
COGNAC CHARENTE.

FINE CHAMPAGNE BRANDY
GRANDE CHAMPAGNE BRANDY 1858.
GRANDE CHAMPAGNE BRANDY 1842.

As Supplied to

NORDD. LLOYD, HAMBURG-AMERIKA LINE, MES.
SAGERIES MARITIMES, LEVANTE LINE, SHIRE
LINE, KOSMOS LINE & CITIZEN LINE of Steamers
and others. At many highly important Banquets it is
the only brandy served.

BERBLINGER & CO.,
15, 16 & 17, Connaught Road.

Telephone No. 427.

Hongkong, May 5, 1903.

THE CHINA MAIL, LTD.

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

such as

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-
TUSES, WINE LIST, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE
6, Wyndham Street.

European Supervision

Moderate Prices

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA
SIMA, COBI, MUTABE, YO-
SHINOTANI, HOJO, KANADA,
NAMAZUTA, SAYO, SHINNEW
and KAMITAMADA Collieries.

AGENTS for KIMIDAKE & SAKITO
COATS.

HEAD OFFICE - TOKYO.

BRANCH OFFICES -

Nagasaki, Moji, Karatsu,
Yokohama, Kobe, Osaka,
Shanghai, Hongkong, Hankow

For particulars apply to:
Y. SHIBUYA,
No. 2, Padoa Street,
Hongkong.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co
Ltd.

For particulars, apply to

Y. SHIBUYA,
No. 2, Padoa Street,
Hongkong.

In the matter of the HIP ON INSUR-

ANCE EXCHANGE & LOAN

COMPANY, LIMITED, in Liquid-

ation

In the matter of the Companies Ordinances

of Hongkong.

TAKE NOTICE that the GENERAL

ANNUAL MEETING of the Share-

holders of the above Company will be held

at the Company's Office, at the 2nd Floor

of No. 305, Des Vœux Road Central,

Hongkong, on SATURDAY, the 17th

February, 1912, at 11.45 A.M.

Dated this 6th day of February, 1912.

TAM TSE KONG Liquidator.

CHEUNG MAN PO Liquidator.

In the matter of the HIP ON INSUR-

ANCE EXCHANGE & LOAN

COMPANY (in Liquidation)

and

In the matter of the Companies Ordinances

of Hongkong.

TAKE NOTICE that a Meeting of the

Shareholders and Creditors of the

above Company will be held at the Com-

pany's Office at the 2nd Floor of No. 305,

Des Vœux Road Central, Hongkong, on

SATURDAY, the 17th day of February,

1912, at 2 o'clock noon.

BUSINESS:

(A) To discuss the accounts of the

Company.

(B) To discuss the advisability of ex-

change of Liquidators.

Dated this 6th day of February, 1912.

TAM TSE KONG Liquidator.

CHEUNG MAN PO Liquidator.

HONGKONG AND SHANGHAI

BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

ORDINARY HALF YEARLY

MEETING of the SHAREHOLDERS in

this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY, the

17th day of February, 1912, at NOON, for

the purpose of receiving the Report of the

Board of Directors together with a State-

ment of Accounts to 31st December, 1911.

The REGISTER of SHARES of the

Corporation will be CLOSED from MON-

DAY, the 6th February, to SATURDAY,

the 17th February, 1912, both days inclu-

sive, during which period no transfer of

Shares can be registered.

By Order of the Board of Directors,

N. J. STARR,
Chief Manager.

Hongkong, February 1, 1912.

MARTIN'S

APOL'S STEEL

PILLS

A French Remedy for all Rheumatic

and Gouty Affections. It is the only

Remedy of its kind. It is the only

Remedy of its kind. It is the only

SHIPPING.

Messrs H. E. Moss, in their steamship
circular, dated at Liverpool, January 1st,
say: "It is gratifying to record that the
anticipations as to the improvement in the
prospects of steam shipping, as noted in
our semi-annual circulars of January and
July last, have been more than amply
fulfilled, especially during the last six months,
and what is more satisfactory, the improve-
ment still continues, and in our opinion is
likely to do so for some time to come. We
fully expect that during 1912 and 1913
steamship owners will reap a reward such
as they have not experienced during the
last decade.

The tonnage abroad is well distributed.
Our imports and exports although very
much in excess of previous years, still
grow, and we feel convinced that the
volume of trade will continue to
increase, not only in our own country,
but also abroad, and particularly in
Canada and the U.S. of America after
the next Presidential Election. The anti-
cipations of the opening of the Panama Canal, in
1913, and the development of trade in
China, which cannot now be much longer
delayed, are all factors which are certain
to create a demand for steam shipping
which will quickly absorb the large amount
of tonnage now building, and which cannot
possibly be delivered for months after the
contract date, owing to the general
shortage of skilled labour which builders
are experiencing as well as the difficulty in
obtaining material.

Freights, which barely a year ago only
enabled owners to cover in many instances
depreciation on the cost of their steamers,
now yield handsome returns on the capital
invested. The demand for tonnage in-
creases from all directions, and is likely to
continue to do so as the year advances.
The cost of wages, insurance, coal, &c.,
has so sensibly risen that it is quite im-
possible for owners to return to the former
level of freights even were the demand for
tonnage to ease off.

The number of steamers building for
regular lines, and others, was never
greater. Last year's returns, when
published, will be found to exceed those of
any previous year on record. Shipbuilders
and engine builders, with few exceptions, are
full of orders, many of them well into 1913.
There are very few who can give delivery
this year.

Many of the large cargo steamers build-
ing for sale for fortunate contractors and
nearly completed have been sold at hands-
ome profits. Very few new steamers
remain unsold, and it is difficult to obtain
them as the prices vary so frequently. The
cost of building has increased during the
last 12 months fully 15 per cent, and will
go higher still, as steel plates will be
further advanced in price this month.
New steamers of 7,500 tons dead weight
approaching completion could be brought at
year ago for £27,000 to £28,000, but similar
vessels are now worth about £45,000 to
£46,000, and other sizes in proportion.
Second-hand steamers have likewise im-
proved in value in a much greater ratio,
and the market is almost depleted of what
may be cheap tonnage. Many fairly
modern steamers have been sold at about
20% more than what they realised two
years ago, but the high level of prices
of 1908 and 1901 has not yet been reached.

For a long time past we have fore-
shadowed the more general adoption of
the internal combustion engine purposes,
and within a very short time we shall see
some very large steamers fitted with Diesel
engines beyond the experimental stage, as
many are now being built with these
engines, and if, as we fully expect, they
are successful, they will create a change in
steam shipping not experienced for many
years past. Oil fuel for steamers is making
rapid strides. Depots are being opened in
many parts of the world, and before long
oil will displace coal in many quarters, as
it is more economical and occupies less
space. Steamers adapted to burn oil fuel
require fewer hands than those using coal,
besides, oil is more easily handled and is
free from dust, which are important factors
that have hitherto not been taken into
account. The amount of tonnage launched during
1911 in the United Kingdom alone, includ-
ing war ships, will be about 1,800,000 tons,
and when Lloyd's returns are published for
the quarter ending December 31st, 1911,
we estimate that the amount of tonnage
under construction, exclusive of war ships,
will be about 1,700,000 tons, as compared
with about 1,200,000 tons for the quarter
ending December 31st, 1910, an increase
of about 500,000 tons, and this year we
anticipate the output will be greater still.

The combination and acquisitions of
managing and controlling interests of our
large steamship lines have been the leading
feature to chronicle during the past year,
the latest and most important deal on re-
cord having been the purchase by the
Royal Mail and Elder Dempster Companies
of the Union Castle Line, which was just
preceded by the Cunard Co. purchasing the
managing interest of the Anchor Line's
Eastern and Western trades, thus proving
the wisdom of those who now direct these
slightly concerned in linking together the
trades of the world, avoiding ruinous com-
petition, and what is more important,
anticipating future developments.

CHAMBERLAIN'S COUGH REMEDY

IN AFRICA.

MR. P. A. O'Connell, of the Cape Colony,
testifies to the good
qualities of Chamberlain's Cough Remedy.
He says: "We have used it several times
for our children and ourselves and expect
to continue with it as we have found it ex-
cellent. We can't commend it to any
body in the world." There is nothing
better for children. For sale by all
Chemists and Storekeepers.

THEATRE.

MAURICE E. BANDMANN ANNOUNCES

The Last Four Nights

OF THE FAMOUS LONDON ACTOR-MANAGER

**Mr MATHESON LANG &
Miss HUTIN BRITTON.**

TO-NIGHT!

Shakespeare's exquisite comedy

MUCH ADO ABOUT NOTHING.

TUESDAY, Feb. 13, Shakespeare's magnificent Tragedy

OTHELLO.

WEDNESDAY, Feb. 14, In response to numerous requests

SWEET NELL OF OLD DRURY

WILL BE REPEATED.

THURSDAY, Feb. 15, Grand Farewell Performance

THE TAMING OF THE SHREW.

The Plays complete in every detail as presented in London.

Stalls and Circle \$1. Pit \$2. Gallery \$1.

Commence at 9 p.m. sharp. Plan Now Open at MOUTRIE'S.

Hongkong, January 30, 1912.

BRITISH LION TOUCHED UP.

How the Penny Stamp Has

Been Improved.

The new 3d. and 1d. stamps were issued
early last month, at most of the London
post offices, but the Chronicle says it is safe
to say that not one in a thousand pur-
chaser noticed the difference in the design.
Indeed, although the Inland Revenue
authorities declared the new issue was on
sale at nearly every place in London, at
office after office, where inquiry was made
the clerks insisted that no new stamps had
been received. Finally it was discovered
that they were selling stamps of the new
design and had not noticed the difference.
On the penny stamp the authorities ap-
pear to have been chiefly engaged in
"touching up the British Lion." On the
stamps that have done duty since the
Coronation the lion is a very whitewashed
specimen, with ribs plainly showing, as if
he had been washed with soap. In the new issue
the shading is extended all over the lion's
body, and gives him a much more satis-
fying and satisfactory appearance. The por-
trait of King George, too, is no longer
blurred. Hitherto the beard and mustache
have been almost indistinguishable, whereas
now the new mustache is clearly
shown, and his Majesty is no longer shown
as having "something suspiciously like a
black eye." The improvement in the print-
ing of the portrait of the King is appar-
ently the only change in the halfpenny stamps.

A new version of the story of Enoch
Arden was enacted at Huntington, West
Virginia, when a man retired after ten
years' absence, found his wife was married,
congratulated his successor, and treated
the couple to beer.

Was Mr. Oscar Wilde quietly "pulling
the leg" of a representative of The Referee
when he told him in the course of an inter-
view - "After that? Well then, I will tell
you - we shall present a new Chinese play."
"No; no title yet." It is written by a
Chinese, and there will not be a word of
English in it - not even a single English
word. And it won't be wordless.
"This Chinese play will be spoken in a
gibberish of a phonetic kind that will be
quite understandable, and will keep the
action going. The costumes will be made in
China, and the scenes will depict life in a
Chinese junk."

**COUGHING INTO
CONSUMPTION**

"Only a Cough," but you stop

it while it is ONLY a cough.

**WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND**

The finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.
OF ALL CHEMISTS.

Price: \$1.25 and \$2.25.

ROYAL.

Intimations.



EYESIGHT

TESTING

no longer consists entirely of placing
immovable lenses before one's eyes
until the patient becomes so confused
that accuracy is practically impossible.
Our testing room is fitted in a dark
black and is fitted with instruments
that accurately measure eye defects.
We supply you with right-seeing,
right-fitting glasses.
We guarantee every pair.

CLARK & Co.
SCIENTIFIC OPTICIANS
108, BLOOMINGDALE RD.
HONGKONG.

Hongkong, February 11, 1912.

STOCKBROKERS' ASSOCIATION OF

HONGKONG.

NOTICE

THE COMMITTEE has decided that the

following shall be the Settling Days

for 1912:

TUESDAY,	30th January.
WEDNESDAY,	28th February.
FRIDAY,	29th March.
MONDAY,	29th April.
THURSDAY,	30th May.
FRIDAY,	28th June.
TUESDAY,	20th July.
FRIDAY,	20th August.
WEDNESDAY,	24th September.
FRIDAY,	24th October.
MONDAY,	24th November.
MONDAY,	30th December.

The following is a List of Members of

the STOCKBROKERS' ASSOCIATION of Hong-

kong:

J. M. de C. Bate.	
S. S. Benjamin.	
E. B. Ellis.	
F. Ellis.	
G. G. Gubbey.	
D. H. H. H.	
T. W. Hornby.	
T. F. Hough.	
E. Howard.	
Ellis Kadoorie.	
E. S. Kadoorie.	
J. R. Michael.	
M. H. Michael.	
S. H. Michael.	
S. J. Michael.	
E. J. Moses.	
E. C. Moxon.	
E. Oren.	
J. S. Perry.	
G. H. Potts.	
P. G. Potts.	
E. M. Raymond.	
F. Smyth.	
P. Stappa.	
J. W. Taylor.	
W. G. Worcester.	
J. F. Wright.	

By Order of the Committee,

W. G. WORCESTER,

Secretary.

Hongkong, January 19, 1912.

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DON'T READ THIS

If you can speak and write English
correctly. If you can do neither you
should take lessons by the new method
which ensures ability to speak the language in
THREE MONTHS.

**A Reduction of 25% in
Class Fees.**

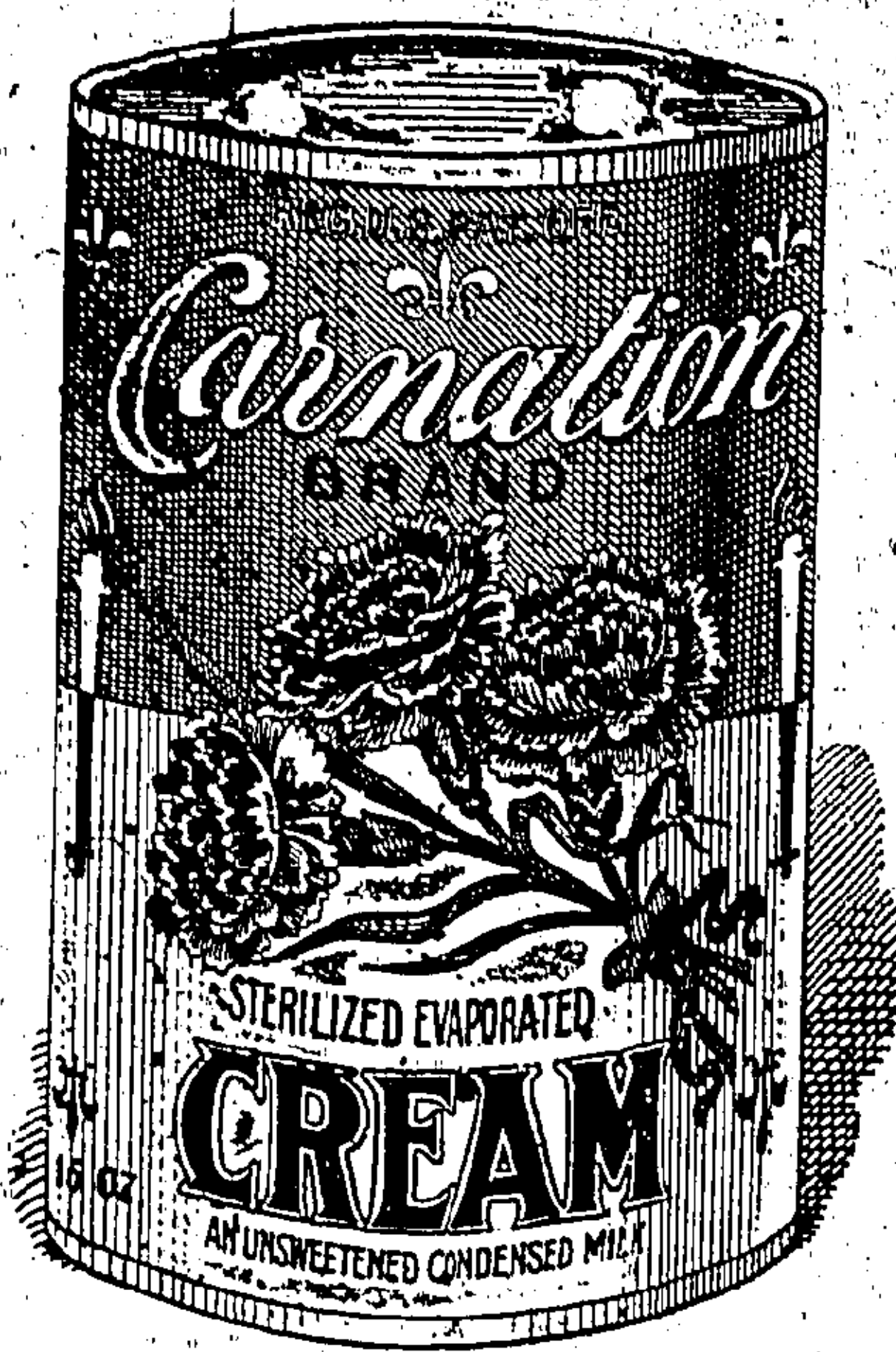
Hours: 10 A.M. to 11 P.M.

For further particulars apply to

THE DIRECTOR,</

Intimations.

BEWARE OF RAW MILK.
ASK THE MODERN MILKMAN.
YOUR GROCER, FOR



IT'S SAFE.

SAVE HALF YOUR MILK BILL.

The Robert Dollar Co.,
HOTEL MANHATTAN.

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. Waived two Shipyards and can accommodate any craft
of 200 feet long.

Work Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.
Shipyards, Shum-Sui-To, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application.

Hongkong, November 16, 1911.

WONG PING WA, Manager.

THE LEEDS FORGE CO., LD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.
Pioneers in the design and manufacture of
PRESSED STEEL UNDERFRAMES AND BOGIES AND ALL-STEEL
RAILWAY WAGGONS.

The Underigned have been appointed Sole Agents in Hongkong and China.

The Taikoo Dockyard and Engineering Co. of Hongkong, Ltd.

AGENTS, BUTTERFIELD & SWIRE.

Hongkong, October 3, 1911.

THE CHINESE ENGINEERING AND MINING CO., LTD.

KAIPING COAL

Now well-known throughout the East for
STEAM RAISING, FORGING, STEELMAKING, SHIPS' BUNKERS, AND
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS GRADE
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

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SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) A WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL ENDORSED BY THE UNION DES FABRICANTS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

SALDBECK, MACGREGOR & Co., Hongkong.



1. Wyndham Street,
(FLOWER ST.)

ESTABLISHED 1800.

Hongkong, October 20, 1911.

THE AMERICAN NAVY.

In view of the attitude of the Democratic
party in the United States in regard to the
expansion of the American Navy, the
following article is of interest:

To students both of American politics
and of naval affairs the annual report of
the Navy will be found to present much
that is of interest. From the point of
view of the American Naval establishment
the report is highly satisfactory. It is
clear that the elaborate and ambitious
schemes of reform which Mr. Meyer has
evolved for his Department have already
proved to be something more than paper
reforms. By March 15 of this year the
availability of battleships for immediate
service will have been increased from the
63 per cent. of two years ago to 100 per
cent, and the fleet will have been definitely
divided into two divisions—the Main
Fleet and the Reserve Fleet.

The latter will, apparently, consist of 12
battleships and various old cruisers. These
are in all 32 battleships afloat.

WANTS FORTY BATTLESHIPS.

Ever truly Mr. Meyer purposes to have
20 ships of the First Line and 20 of the
Second. "To do this a steady continuance
of the two battleship programme will, he
points out, be required. It is necessary,
he considers, that all 12 of the Second
Line be replaced by 1920, while four of
them are already obsolete. There should
be no ship in the First Line more than
ten years old, and none in the Second Line
more than 20 years old. By 1916 the
United States will, by continuing its two
battleship programme, have 16 Dread-
noughts in its First Line. Mr. Meyer does
not assert that this building programme is
perfect. It is too slow for one thing; but
a "total of 40 battleships, with a pro-
portional number of other fighting and
auxiliary vessels, is the least that will
place our country on a safe basis in its
relations with other world powers."

In regard to the Panama Canal, which is
to be a naval base in case of war, the
Secretary points out, as he did last year,
that its opening will greatly increase the
availability of the fleet, and suggests that
the fleet will then spend part of its time
in each ocean. No doubt it is partly due
to considerations such as these that the
United States looks with apparent equani-
mity to the fact that the tonnage of its
fleet, always second to that of the British
fleet, is soon destined to be passed by that
of the German establishment.

CONSTRUCTION AND ORGANIZATION

In regard to details of construction one
passage of the report deserves to be quoted
in full:

"In the face of an almost universal
adoption of the turbine for battleship propul-
sion, machinery by the nations of the
world, the Department has, in the recent
battleships, beginning with the New York
and Texas, abandoned the turbine in favour
of reciprocating engines. This decision
was arrived at after an extensive investi-
gation, including the comparative trials of
the two types of machinery, in the scout
cruisers Birmingham, Chester, and Salem,
and in the battleships Delaware and North
Dakota, which render available more ex-
act data on the subject than is available to any
other Government. It is found that the
reciprocating engine is about 30 per cent.
more economical at cruising speed than
turbine and of about the same economy at
high speeds."

In that part of the report dealing with
the organization of the American Naval
establishment there are various com-
mentary allusions to the British system,
which will be remembered, Mr. Meyer
investigated in person last summer. The
management of English dockyards is, in
instance, cited to explain the recent adop-
tion of the American Government yards of

a somewhat similar plan of co-ordinating
the direction of work under two divisions
—those of hull and machinery. Especial
praise is given to the organization of the
yards of Messrs. Vickers; and Mr. Meyer's
findings are summed up as follows:

"STUDY OF BRITISH DOCKYARDS.
"In the English dockyards I noticed
particularly a cordial spirit of co-operation
among the different departments; there
seemed to be no jealousies and nothing but
the best teamwork. Paper work and red-
tape had been reduced to a minimum, and
this was also the case at the Admiralty—in
fact, throughout the British Navy."

There is also much praise for the system
of detention of offenders against military
discipline in force in the British Army.
The Aldershot Detention Barracks is in-
stanced as this kind of institution needed
in the American Navy. If, as Mr. Meyer
hopes, the present American system of
fines and imprisonments is to be abolished,
Mr. Meyer has, indeed, much of interest
to say in regard to the personnel of the
American Navy. "As a person," he was
demonstrated at the recent review, there
is a shortage of about 150 officers and 3,120
men. The total enlistments are now 46,500.
Mr. Meyer calls Congress to allow the en-
listment of another 2,000 men this year. He
further suggests a more adequate system
of pensions and enlistment, so as to prevent
men from leaving the service after one
term of enlistment to seek more lucrative
possibilities elsewhere. In this respect he ad-
vocates the creation of a reserve force after
the British pattern."

THE ATTITUDE OF CONGRESS.
Many other recommendations are made
in regard to further co-ordination and con-
solidation of the Service both on shore and
at sea, supported by adequate proof that
what has already been done in that direc-
tion is working well. But the Secretary
it will be interesting to see whether the
Democrats in the House, with their ideas
of economy and their latent distrust of
"imperialism," will treat the Navy Bill in any
thing but the most parsimonious spirit.
The present opinion is that the Govern-
ment will be lucky if it gets one Dread-
nought, and that the auxiliary force which
is admitted to be deficient, will remain
deficient. But the effect upon opinion of
Mr. Meyer's adroit and successful scheme
of advertising the Navy at the recent
reviews in the Hudson and at Los Angeles
(recruiting figures have already risen in
consequence), and of the successful energy
with which his reform programme has been
formulated and carried out, are all factors
to be reckoned with when a Presidential
election impends.

A RELIABLE REMEDY.

YOU are not experimenting on yourself
when you take Chamberlain's Cough
Remedy for a cold as that preparation has
won its great reputation and extensive sale
by its remarkable cures of colds, and can
always be depended upon. It is equally
valuable for adults and children and may be
given to young children with implicit
confidence as it contains no harmful drug.
For sale by all Chemists and Storekeepers.

NORTH BRITISH & MERCANTILE
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WITH WHICH IS INCORPORATED THE

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221,262,038.

Authorized Capital £3,000,000.

Subscribed Capital £3,814,845.

Paid-up Capital £1,687,977 5 0.

Fire Fund £3,342,215 4 2.

Life & Annuity Funds £5,645,125 9 2.

Sinking Fund Account £7,356 18 6.

£11,202,693 17 3.

Revenue £1,749,373 17 7.

Life & Annuity £1,954,651 9 2.

Branches £43,514 10 8.

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The Accumulated Funds of the Life and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,

Agents.

To Let.

TO RENT.

20, BONHAM ROAD, with heavy
furniture or unfurnished. Five
Rooms, BATHROOM, three bed rooms
each, with separate bath, private garden,
detached servants' quarters, good view of
harbour, possession middle of March or 1st
April, for six months.

Apply at once at the premises or to
M. J. CHINA MAIL OFFICE.
Hongkong, February 7, 1912. 178

TO LET.

ONE ROOM, 30 feet by 20 feet, with
Verandah, on Third Floor Prince's
Building, facing New Law Courts.

Apply to
LEIGH & ORANGE,
1, Des Voeux Road Central.
Hongkong, February 6, 1912. 169

TO LET.

OFFICES in KING'S BUILDING.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, February 1, 1912. 1594

TO LET.

GODOWN No. 4, NEW PRAYA,
Kennedy Town.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, February 1, 1912. 1051

TO LET.

NEW & Commodious SHOPS, NATHAN
ROAD, Kowloon, Immediate pos-
sion.

Apply to
GUMFREYS' ESTATE & FINANCE
CO., LTD.
Hongkong, March 23, 1909. 840

TO LET.

SHOP or OFFICE to let in CHATELAIN
ROAD.

Apply to
W. S. BAILEY & CO.
Hongkong, January 22, 1912. 94

TO BE LET.

ON OR ABOUT 1st MARCH, 1912.

SHOPS and OFFICE, in ALEXANDRA
BUILDINGS, adjoining the Hongkong
Dispensary, at present occupied by Messrs
Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, August 23, 1911. 1110

TO LET.

NO. 34, QUEEN'S ROAD CENTRAL
(Shop) opposite the Old Post Office.
No. 24, VICTORIA STREET suitable
for godown, etc., lately occupied by Vienna
Cafe Co. For Particulars and etc.
Apply to
CHANG FAT & CO.,
c/o YEE SANG FAT & CO.,
Same Address.
Hongkong, June 20, 1911. 85

TO LET—FURNISHED.

A HOUSE at TAI-PO.
Apply to
L. GIBBS,
6, Beaconsfield Arcade.
Hongkong, January 20, 1912. 126

TO LET.

NO. 57, PRAYA GRANDE, MACAO.
BEACONSFIELD ARCADE
(Shop).
THE EYRIE, 6 Rooms, Tennis Court
and large garden.
"EGGSFORD" No. 114, Peak, un-
furnished from 1st April, 1912. 6 Rooms.
TO LET FURNISHED, BECKENHAM,
KENT.
8 Rooms—House standing in own grounds,
commanding magnificent view of the Har-
bour and adjacent islands.
Apply to
L. LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 15

FOR SALE, TOR CREST, at Peak,
commanding magnificent view of the Har-
bour and adjacent islands.
Apply to
L. LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, Aug. 2, 1911. 15

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ESTABLISHED A.D. 1820

IRON, STEEL, METAL AND HARD-
WARE, BRASS, COPPER, LEAD, ZINC,
and all kinds of Metals. Wholesale
and Retail. Estimates and Orders
Promptly Filled. General Store-
keepers and Shipchangers. Nos. 35 and
37, Central Market Telephone No. 511.
Hongkong, September 4, 1909. 124

THE
'CHINA MAIL'

Can be obtained at the following
places in Hongkong:

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lai Ping Kee (Astor House Hotel).
Ah Chee (Queen's Hotel).
We Cheung (D'Arquill Street).
Rabbin & Son (Raffles Hotel).
Hung Cheung (Raffles Hotel).

Mr. Matheson Lang as Othello.



Which will be produced at the Theatre Royal
to-morrow night.

SHIPPING.

Latest Steamer Movements.

(Exclusive of Movements reported to-day.)

BUTTERFIELD & SWIRE.

O. S. S. C.

Achilles, L. Liverpool Feb. 10.

Agamemnon, L. Liverpool Jan. 20.

Ajax, L. H.K. Feb. 6.

Albatross, L. Liverpool Jan. 27.

Antenor, L. Liverpool Feb. 10.

Antiochus, L. H.K. for Manila H. Jan. 28.

Bellerophon.

Calcutta, A. Home Feb. 6.

Cyclops, P. Canal H. Feb. 2.

Dardanus, P. Canal O. Jan. 26.

Deucalion, A. Home Feb. 6.

Diomedes, L. Java for Y. H. Jan. 12.

Idomeneus, L. Kobe H. Feb. 9.

Jason, P. Canal O. Jan. 12.

Leantes, L. S. H. H. Feb. 10.

Machius, L. Liverpool Feb. 3.

Patroclus, L. S. H. H. Jan. 18.

Peleus, L. S. H. H. Feb. 3.

Perseus, P. Canal H. Feb. 6.

Phaon, P. Canal H. Feb. 2.

Prometheus, P. Canal H. Feb. 2.

Telchibius, L. Liverpool Feb. 3.

Telephus, P. Canal O. Jan. 23.

Taurus, A. Y. H. H. Feb. 6.

Thebes, L. Kobe H. Feb. 9.

Titan, A. Tacoma Jan. 20.

D. M. S. N. C.

Asterion, L. S. H. H. Feb. 8.

Atropis, P. Canal O. Jan. 23.

Reemun, L. S. H. H. Feb. 8.

Kintuck, L. Batavia for Amsterdam Jan. 20.

Memnon, A. Port Swettenham O. Jan. 23.

Meyne, L. Chinwan for Milke Jan. 24.

Neleus, P. Canal O. Feb. 2.

Ningichon, L. Liverpool Feb. 17.

Peking, L. Moji for S. H. Jan. 19.

Pinguet, A. London Jan. 26.

Protesilaus, L. H. K. for Nagasaki Feb. 2.

Rhesus, L. H. K. for Nagasaki Feb. 2.

Sentinel, L. H. K. H. Jan. 23.

Yangtze, A. Home Feb. 2.

SHIRAZ LINE.

Carmarthenshire, L. H. K. O. Jan. 10.

Denbighshire, L. S. H. H. Jan. 18.

Flintshire, A. London Jan. 12.

Glamorganshire, L. H. K. O. Feb. 1.

Monmouthshire, L. S. H. H. Feb. 1.

Pembrokehire, L. H. K. H. Feb. 6.

NIPPON YUSEN KAISHA.

Ali Maru, L. H. K. for Kobe Feb. 2.

Ara Maru, L. H. K. for S. H. Jan. 29.

Hirano Maru, L. H. K. for S. H. Jan. 31.

Hitachi Maru, L. Suez for Port Said Jan. 5.

Iyo Maru, L. S. H. H. for Penang Jan. 23.

Kure Maru, L. Kobe for Moji Feb. 9.

Kawachi Maru, A. Home Jan. 30.

Kaga Maru, P. Canal O. Feb. 6.

Kamo Maru, L. H. K. for Kobe Jan. 18.

Kikano Maru, L. Suez for Port Said Feb. 2.

Kanagawa Maru.

Miyazaki Maru, A. London Feb. 2.

Mitsushima Maru, A. H. K. for S. H. Feb. 14.

Sedo Maru, A. H. K. for S. H. Jan. 10.

Tamba Maru, L. H. K. for S. H. Jan. 10.

Tango Maru, A. H. K. for S. H. Feb. 12.

GREAT NORTHERN S. S. CO.

Minnesota, L. H. K. for Nagasaki & Seattle

Feb. 5.

P. & O. S. N. C.

Aradon, L. H. K. for S. H. Feb. 3.

Assaye, A. Penang from Colombo Jan. 11.

Ceylon, A. London Jan. 7.

Candia.

Doranda, L. S. H. H. for Penang Jan. 12.

Delta, L. S. H. H. for Penang Jan. 26.

Himalaya, L. H. K. for S. H. Feb. 3.

Malta, P. Canal H. Dec. 12.

Nile, A. H. K. O. Jan. 27.

Nora, L. S. H. H. Jan. 30.

Nubia, P. Canal O. Jan. 30.

Nampur, A. London Jan. 12.

Nyabza, A. H. K. H. Feb. 7.

Palme, A. H. K. O. Feb. 13.

Persia, A. H. K. O. Feb. 13.

Peshawar.

Pulawan, P. Canal H. Jan. 12.

Pulawan, P. Canal H. Jan. 12.

Pulawan, P. Canal H. Jan. 12.

Pulawan, P. Canal H. Jan. 12.

Pulawan, P. Canal

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.
WINE AND SPIRIT MERCHANTS.
Robt. Porter & Co.'s
BULL DOG
BRAND
LIGHT ALE
PRICES:
Per Case of 8 Dozen Pints - \$27.50
Per Dozen Pints - \$3.50
Per Case of 12 Dozen Splits - \$29.50
Per Dozen Splits - \$3.25

A. S. Watson & Co., Ltd.
ALEXANDRA BUILDINGS.
THE
NEW M DEL
'MOUTRIE'
Overstrung Piano.
Price \$450.
A Liberal Discount
Given for Cash.
GUARANTEED FOR FIVE
YEARS.
S. MOUTRIE & CO., LD.
Hongkong, April 16, 1907

Powell's
TELEPHONE 346.
FOR THE RACE
SEASON
NOW SHOWING
CHARMING NEW
MILLINERY
Specially Selected from the
London and Paris Houses.
Moderate Prices.
Inspection Invited.
Wm. Powell, Ltd.

VICTORIA THEATRE.
DES VŒUX ROAD CENTRAL.
9.15 P.M. to 11.15 P.M.
The Magnificent Film
STICK CARTER - The Mystery of the
White Bell.
THE LYALL SISTERS.
A GREAT DRAW.
Miss RUBY WILLIAMS.
15 New Boxes and Dances.
MATINEES
THURSDAYS AND SUNDAYS.
At 4 P.M.

to notice. Of that we had a start-
ling instance last Autumn, when Capt.
FABER, a member of parliament
hitherto almost unknown outside the
blameless circle of his constituency,
set all the three kingdoms agog by
declaring that at the time of the
Agadir incident the British Navy was
entirely unprepared to meet the
emergency. He had but a brief chance
amid the beams of the lime-light, for
authoritative statements to the contrary
effect were soon forthcoming. But
the incident was suggestive, and if the
establishment of the War Staff does
nothing else, it will justify its exist-
ence by rendering the creation of such
silly scares impossible in the future.

But apart from party politics we
wish Mr. WINSTON CHURCHILL, as
First Lord of the Admiralty, had
remembered the exalted and respon-
sible position he holds in the ad-
ministration, and had let the thought
act as a curb upon his tongue. Lord
SALISBURY, we know, was much given
to "thinking aloud," and often and
often he set the European chancelleries
by their ears through an indiscreet
utterance dropped casually during a
political speech. To such a category
belongs his famous allusion to "decay-
ing nations," to our "backing their
wrong horse," when we supported
Turkey, etc. Some of these observa-
tions have of late been dubbed "cal-
culated indiscretions," and given a
higher value than their maker ever in-
tended. But be that as it may, Lord
SALISBURY was a statesman to whom
a much wider latitude could be given
than we are willing to allow to such a
man of the calibre of Mr. WINSTON
CHURCHILL. Besides he lived in
different times to ours, when our
foreign relations, especially, were not
in quite such a delicate and sensitive
condition as they are now. For this
reason then we regret Mr. CHURCHILL's
slighting allusion to the German Navy.
Anyone not blinded by an intense
chauvinism, or cramped by the mental
limitations imposed by a desire to
score a point off a political opponent,
must recognize that a strong navy is
as much a necessity for modern Ger-
many as it is for Great Britain. To
describe the German Navy as more of
a luxury than a necessity is a remark
worthy only of a pot-house politician;
it is not the weighty utterance of a
highly placed administrator, and we
are glad that already the more re-
sponsible organs of the press of Great
Britain have repudiated the idea as
beneath consideration.

But while disagreeing with Mr.
CHURCHILL on some points in his
Glasgow address, we are in thorough
accord with his repudiation of the
idea that a naval loan should be raised
in Great Britain in order to make a
great and supreme effort to beat all
of our rivals out of the field. A Navy
built on loan would be a Navy not
worth having, for though we might
reap a temporary advantage the time
would come when that loan had to be
paid off, and then we should find that
we had merely stepped into a quag-
mire of difficulties from whence ex-
trication would be next to impossible.
Great Britain is fully prepared to
make great sacrifices for her Navy,
and serious though the straits may
prove we do not imagine that she will
squel or call aloud for help. For
that is not the temper of the race.
The burden is laid upon us by the
exigencies of modern civilization, and
much as we may deplore the wide
departure from the Christian code of
ethics which the bellicose tendencies
of the age involves, we must face the
facts of life and steer our course
accordingly.

On Feb. 5th an old woman living in
the western district of Hongkong received
injuries while near a godown. It seems that
she was sewing when a bag of rice fell upon
her. She was taken home by some friends,
and remained in a serious condition. It
was not till yesterday that she was removed
to the Tung Wah hospital, where she died.

ABSOLUTELY SAFE.
When you have a cold, get a bottle of
Chamberlain's Cough Remedy. It
will soon fix you up all right and will ward
off any tendency toward pneumonia. This
remedy contains no opium or other
narcotics and may be given to children
as safely as to adults. For sale by all
Chemists and Druggists.

GOVERNMENT HOUSE.
There will be an Official Dinner at
Government House to-night at 8.15 p.m.,
to which the following have been invited:
Mr. and Mrs. Macartney, Mr. and Mrs.
Phillips, Dr. Kay, Mr. R. E. O. Ridd, Mr.
and Mrs. Kemp, Major Tyne, Colonel and
Mrs. Wrigley, Major and Mrs. Craig, Major
Caulfield, Colonel Chapman, Mr. and Mrs.
Aston, Mr. and Mrs. Thompson, Captain
and Mrs. Husb, Mr. and Mrs. Gask, Major
Drage, Mr. and Mrs. R. L. Hancock, Mr.
and Mrs. Macdonald, Mr. and Mrs. Macleod,
Mr. and Mrs. Neilson, Mr. and Mrs. Maitland,
Mr. and Mrs. Shalloo, Dr. Allen, Mr. Austin,
Mr. and Mrs. P. H. Armstrong, Dr. Bal-
tias, Dr. and Mrs. Black, Mr. Dashwood, Mr.
Edinburgh, Mr. and Mrs. Griffin, Mr. and Mrs.
Gordon, Mr. Jupp, the Bishop of Victoria,
Mr. and Mrs. Lander, Mrs. and Miss Edwards,
Mr. Bowley, Mr. and Mrs. Worcester, Mr.
and Mrs. Sutherland, Mr. and Mrs. Bellio.

NEWS OF THE DAY.
H. M. ship Otter and Whiting arrived
in port on Saturday evening.
The body of a child was picked up at
Humphong on Sunday. Death was due to
small pox.
H. M. S. Astrea left for Shanghai
to-day; she will call at Foochow and Amoy
en route.
A child was accidentally knocked down
by a tramcar in Des Voeux Road on Sunday
and sustained injuries which necessitated
removal to the hospital.

A man was arrested yesterday morn-
ing on a charge of the larceny of \$1,000
alleged to have been stolen from a shop in
Jervois Street.

Mr. Eberius was excused saying on
the jury at the Assizes, this morning, as
he said his two clerks were sick and that
he was very busy in the office.

A youth, 17 years of age, was removed
to hospital on Sunday suffering from serious
injuries accidentally caused by falling from
the verandah of the third floor of a house,
No. 17 Connaught Road.

Black and White, the illustrated weekly
journal, which has been published for
more than twenty years, has been purchased
by The Sphere and Pictorial, Limited, and
will be absorbed in the Sphere.

The H. A. L. steamer Patricia, Capt.
Boorden, with German troops from Ham-
burg for Kiochoo, arrived in harbour this
morning. During the day her passengers
were very much in evidence in the Colony.

A Japanese was taken to the hospital
yesterday suffering from a bullet wound in
the body which is believed to have been
caused by one of a gang of robbers in
Chinese territory about thirty miles from
Sham Chun.

A Kadourie girls school has just been
presented to Padag by a brother of Mr. E.
S. Kadourie. It will accommodate one
thousand pupils, cost over half a million
francs, and is named after the wife of the
donor, "Madame Kadourie School."

SOCIAL AND PERSONAL.
The engagement is announced of Mr.
Phillips, of H. B. M. Legation, Peking, and
Miss Robin, Secretary to Dr. Morrison.
Mr. Phillips is shortly leaving for Shanghai
to which port he has been appointed Vice-
Consul.

Mr. H. G. Blandy, the barrister, who
son, Mr. T. Blandy, and daughter, Miss
Blandy, from wounds inflicted by one of two
policemen at Colney, Norwich, has presented
the lions to the Dublin Zoological
Gardens.

Lieut. M. M. Bree, The Buffs, who has
been placed on half-pay owing to his health
breaking down, was lately doing duty with
the 2nd Battalion at Singapore. He may
find friends both in Hongkong and the
Strait who will wish him a very speedy
recovery.

Miss Pauline Chase has just celebrated
her 90th birthday. She was born on Feb. 12,
1822, at the Duke of York's Theatre.
This is a remarkable record for a actress,
extending over a period of 89 years, and
during which Miss Chase has only missed
three performances.

WEST RIVER PIKATES.
H.M.S. Sandpiper Hit.

Piracy is still rampant on the West
River notwithstanding the operations of
the men-of-war at present patrolling its
reaches. The pirates, too, are decidedly
belligerent, as is evidenced by a report which
has been received by the Naval authorities
here of an incident which took place on
Saturday evening.

So far only a signal message has come
through, and hitherto the bare outline
of the happenings is known. It is surmised
that it occurred somewhere in the Sham-
shui district, where the gunboat Sandpiper
has been on duty. It seems that the little
gunboat was patrolling about on the river
when she passed a junk being towed by a
lancho. Scarcely had the Sandpiper passed
by when rifle shots rang out, and it was
seen that, despite the presence of the gun-
boat, the towed junk was being fired on
from the shore, obviously by a party of
pirates. Some of the bullets, which missed
their mark, whizzed past the Sandpiper,
while one of two men struck her wood-
work. Fortunately, however, no-one was
hurt, neither was any great damage done.
However, this was carrying the game a
little too far, and the Sandpiper was given
to retaliate. The Sandpiper then brought a
gun, or guns, into play and soon succeeded
in dispersing the gang of pirates, though
no captures could be made. Further
details of the affair will probably be soon
to hand.

QUEEN'S COLLEGE.
An error which needs correction in-
creased into the annual report of
Queen's College for 1911. It should have
been recorded that Mr. Ho Tung, not his
brother, Mr. Ho Kien-tong, was the donor
of the portraits of Sir Henry Blake and Sir
Matthew Nathan which were unveiled in the
College Hall last Thursday.

BIG HONGKONG BLAZE.
39 Buildings Destroyed.

One of the biggest fires which have oc-
curred in Hongkong for several years took
place yesterday in the western part of the
city, resulting in no fewer than 39 buildings
being completely gutted. The conflagration
broke out somewhere about 5.30 a.m. in
No. 23, Lower Jervois Road, apparently
because of carelessness on the part of the
inmates in lighting the kitchen fire. The
first signs of the conflagration were observed
by an Indian constable, who at once gave
the alarm. Soon the Fire Brigade, in
charge of Sup't. Lane, were on the spot,
but as there was a strong wind blowing the
very built premises were soon in the
grip of the flames and it was ap-
parent that the task of preventing the
conflagration from spreading would be
no easy one. The locality was a
typically Chinese quarter in the heart of
a poorly-built colony of buildings whose
ground floors were used as native shops
and whose other stories were occupied as
tenements. The difficulties of the firemen
were increased by the poor flow of water
from the hydrants at the first tapping of
the water, the mains at that hour not being
under highest pressure. However, the men
did their best, though they were utterly
unable to stop the flames from completely
enveloping the blazing building or from
spreading to adjoining houses.

Soon things began to wear an even
worse aspect, for the wind was driving
the flames right across the street to the
opposite block, namely Upper Jervois
Road. By this time it was seen that the
fire would be no ordinary one, and
hence all the available engines and
men of the Brigade were called
upon to assist. From the naval authorities
who along with a detachment of blue-
jackets with apparatus. Soon numbers
of jets of water were being directed on to
the flaming buildings, many thousands of
feet of hose being taken into use. All
went away with might and main, and
when the pressure of water increased
success was attained in restricting the
flames, though the day was ended close
on forty of the buildings in the locality had
been burnt out, little being left but the
blackened walls. These were then set
on fire by the wind, and the flames
to the ground. The flames, though it is
impossible at present to state the
extent of the damage. The ground
floor of the premises in which the fire
broke out are slated to have been insured
for \$1,000, and it is probable that the
loss of the rest of the remaining buildings
will be also insured.

This morning large crowds visited the
spot, the streets leading to which are bar-
ricaded off to keep the inquisitive back
of the law out. The mass of ruins the
blackened walls and the tangled wreckage
presented a ghastly sight. From
some of the buildings fire and smoke still
issued occasionally, requiring the atten-
tions of the firemen still on duty.

COLD MAY BE AVOIDED.
When you feel a cold coming on and
your body is chilled through, and
through exposure, take a big dose of
Chamberlain's Cough Remedy. It will
keep your body hot and prevent a cold
from coming on. It is a sure cure for
coughs, colds, and all the ailments of
the throat and lungs.

**FAREWELL DINNER TO
CAPTAIN A. J. THOMPSON.**

On Saturday evening Captain A. J.
Thompson, staff officer, was entertained
to a farewell dinner by the Hongkong
Volunteers at Headquarters. There was a
goodly company present, and an excellent
repast was partaken of.

After dinner an excellent cinema-
graph entertainment was given by Patho-
Freres under the supervision of M. Remy,
while at intervals songs were contributed
by Captain Lamert, Gunner Chapman
and the Hon. Mr. Claud Severn. Violin
solos were also pleasingly rendered by Mr.
Lopes.

**LAST WEEK'S HEALTH
RETURNS.**

The health returns for the week ended
February 10th show that small-pox still
rages in the Colony. In all 47 cases were
notified, all being Chinese save two British
and one Indian; and 37 ended fatally.

There were four fatal occurrences of
hubbub plague (all Chinese); two of
enteric fever (one British, imported; and
one Chinese), one of which was fatal; and
one fatal case of relapsing fever (Chinese); and
one non-fatal occurrence of diphtheria
(Portuguese).

THE ASSIZES.
A Serious Assault.

Before Mr. Justice Gompertz, at the
Courts of Justice this morning, during the
February Assizes, Leung 'u was placed in
the dock on a charge of assault, wounding
and robbery.

Mr. G. C. Alabaster appeared to prosecute
on behalf of the Crown, instructed by Mr.
P. M. Hodgson, Assistant Crown Solicitor.
Pioneer pleaded guilty to the charge of
robbery.

Mr. Alabaster said prosecutor was a
servant to Sir Paul Chater and on January
10 he was in a public chair taking a sum of
\$330.00 in order to pay the servants.
When he got to the mid-lane running from
Robinson Road to Connaught Road he was
attacked by a man who hit him and
knocked him out of the chair. Prosecutor
fractured his kneecap and the money was
snatched from him. Part of it fell into the
road and the remainder was passed on by
the assailant to another man. Both men
then ran away. They were chased by one
of the chair coolies who captured Pioneer.

Questioned by his Lordship Dr. Bell, of
the Government Civil Hospital, said pro-
secutor would be permanently lame.
His Lordship sentenced Pioneer to seven
years imprisonment and twelve strokes of
the "cat."

Optium Ordinance Offense.

Tau Shiu was charged with offences under
the opium ordinance.
The following were sworn in as
jurors: Messrs F. Crawford, foreman,
J. J. Barrett, G. S. Archibut, V. Carney,
A. P. Sany, J. C. Hamilton and W. A.
Hamilton.

Mr. Alabaster said prosecutor was a
man who had previously worked there for one
day as an assistant cook. Also in the
pocket of an overcoat which was stolen
were some cigars and on the road was
subsequently found two of the cigars.
The two iron bars were also left behind
and one of the witnesses identified the bars
as belonging to prisoner.
Evidence was called.
Prisoner alleged that he did not make
a statement at the police station but that
he was questioned and his answers were
written down in the form of a statement.
Prisoner said he also desired to call a
witness. He had not been informed of the
date of the trial and could not get his
witness.

His Lordship said it was a very improp-
er proceeding and replied in answer to
questions were not statements.
The case was adjourned.

BY TELEGRAPH.

ABDICATION.
EDICT AT LAST ISSUED.

(From Our Own Correspondent.)
SHANGHAI, Feb. 12.
The Edict of Abdication has been
issued.

THE REVOLUTION.
A BASELESS RUMOUR.

(Independent News Agency's Service
to the China Mail.)
TOKYO, Feb. 12.
A rumour has gained currency among
the Chinese that Japan has joined hands
with Russia in suppressing the Im-
perialists and sent a division of troops to
Manchuria. The rumour, however, turns
out to be quite untrue, being an invention
of the Japanese press.
The authorities here have denied the
rumour and have stated that no
mobilisation in Manchuria is intended.

MOROCCAN TREATY.
RATIFIED.

(Reuter's Service to the China Mail.)
LONDON, Feb. 12.
Reuter's Paris correspondent wires
that the Senate has ratified the Franco-
German Treaty relating to Morocco by
212 votes to 42.
M. Poincaré made the vote a question
of confidence. He said the Treaty was
not perfect, but its ratification was
urgent and its rejection would weaken
her prestige and hurt her alliances.
Rejection would especially greatly
surprise England, which greeted the
conclusion of the Treaty with marked
satisfaction.
M. Clemenceau denounced the Treaty,
which was, he said, concluded "under
the gun of Agadir."

HOME FOOTBALL.
INTERNATIONAL AND
VARSITY MATCHES.

LONDON, Feb. 11.
In the International Association
Game at Dublin, England defeated
Ireland by 5 to 1.
Cambridge beat Oxford by 11 to 1
at Queen's Club; the half-time score
being 3 to 1.
In the Rugby International game at
Twickenham, England beat Ireland by
15 points to nil.

THE TEST MATCH.
ENGLAND'S WONDERFUL
START.

(Reuter's Service to the China Mail.)
LONDON, Feb. 10.
The fourth Test Match was resumed
to-day in Melbourne. The weather was
glorious, the wicket perfect and the at-
tendance large when England resumed
their first innings.
At the close of the day's play England
had only lost one wicket for 370, Hobbs
scoring a superb all round 178. He hit
twenty-two fours. Rhodes contributed
157 not out, and the partnership of 323
for the first wicket is a record in Test
match cricket.

"HAMLET."

For the second time within a week the
Theatre Royal was crowded on Saturday
night with an audience eager to witness
the immortal tragedy of "Hamlet." It is
needless to say that the play was splendidly
produced and that the house at the close of
the performance was a scene of
enthusiasm. A second per-
formance of "Hamlet" but confirms the
impressions made at the first, that Mr.
Lang's conception of the character of the
Prince of Denmark is most rational and
dramatically sound. It could only be a
dreamer, an aesthetic, a purely intellectual
type of super-sensitive man who could have
behaved as he did when suddenly and un-
expectedly presented with the problem
that he had to solve. An extraordinary
man and an extraordinary situation; no
wonder then that tragedy followed.

As Ophelia, Miss. Hulin Britton again
won a well-deserved triumph, particularly
in the mad-scene when the horror of her
father's death and her treatment at the
hands of Hamlet had destroyed reason and
she cried her sweet and lovely nature the
prey of a disordered mind. Truly did she
present the aspect of sweet bells jangled,
hark'd out of tune. The Company, as
usual, gave adequate support, par-
ticularly the King and the Gravedigger.

The last four nights of Messrs Lang and
Holloway's remarkable season is announced.
Success has followed success, each evening
to exceed the other. To-night, "Much
Ado About Nothing," will be added. This
delightful comedy furnished Mr. Matheson
Lang and Miss Hulin Britton with splendid
parts, the rollicking soldier "Benedick"
and the gay, bright and witty "Beatrice"
are among the most fascinating characters
in Shakespeare.
To-morrow night "Othello" will be
played, the last new production of the
season, and that will be followed by revivals
of "Sweet Nell of Old Drury," and "The
Taming of the Shrew," which will bring
the present season to a close.

BY TELEGRAPH.

[Copyright.]

BRITISH NAVAL POLICY.

MR CHURCHILL'S DECLARATION.

No fear from Competition.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

The Rt. Hon. Winston Churchill, First Lord of the Admiralty, delivered an important speech at Glasgow last night. He said he was able to give a very good account of the Navy. He believed that the Navy was in a high state of preparedness for any sudden call. (Cheers.) The rumours of unpreparedness last year were absolutely baseless.

Mr. Winston Churchill was received with prolonged applause when he addressed the Clyde Trust and referred to the resources of the Clyde.

Proceeding, he said that ship for ship the Navy was superior to that of any Power. It had the latest 13.5 inch guns which were some of the finest weapons that Great Britain ever possessed, and he hoped that the creation of the War Staff, which was already working, would render such rumours of unpreparedness impossible. Moreover, a class of officers was being consistently trained to deal with the higher problems of strategy and organisation.

BRITAIN AND GERMANY COMPARED.

He affirmed that Great Britain never had any thought of aggression nor attributed such thoughts to other great Powers. There was, however, this difference between the British naval power and that of the great friendly empire—and he trusted that it would remain the great friendly empire—of Germany. (Cheers.) The British Navy was a necessity, from some points of view the German Navy was in the nature of a luxury. It was existence to us; it was expansion to them. We could not, if we wished, menace the peace of a single continental hamlet; but on the other hand, the whole fortunes of our race and empire, the whole treasure of accumulated centuries of sacrifice and achievement would be utterly swept away if our naval supremacy was endangered. (Cheers.) It was the British Navy that made Britain a great Power, but Germany was a great Power, respected and honoured all over the world before she had a single ship. These facts ought to be clearly stated, because the suggestion that the naval risks of Britain and Germany were on an equality was utterly untrue.

SUPREMACY ASSURED.

The Government was resolved to maintain the naval supremacy which the country had enjoyed. They, none of them, would tolerate its presence at the Admiralty for a single hour unless they were satisfied that all steps were being taken to secure the safety of the country. The newspapers now said that there were prospects of further naval increases among the Continental Powers. That was a very serious matter, because, not only were navies increasing in size, but everything connected with navies was increasing in cost. There was no doubt whatever that the nations of Europe were pressing forward and were pressing each other forward into an avenue of almost indefinite expansion and expense. We had a right to our opinion as to how far future generations would compliment the present age upon the Christianity and wisdom of its civilisation which made this already dangerous sterile competition so much a feature of our lives; but there it was. We had to meet it, and he was glad to be able to tell them there was no need for alarm. (Cheers.) There was no need for raising excited panic or disparaging the resources of the country. They might face the situation with great composure. At every point and in every detail they had it well in hand. Our resolution as well as all our resources was money. From the organs of both great political parties, one might gather that Great Britain financially was in a very tottering, weak and parlous condition. He hoped their foreign friends would realise that that was only talk. (Laughter.) The resources which the British Chancellor could command were simply equal to all the State's requirements.

NO NAVAL LOAN.

He believed that a considerable body of opinion favoured the flotation of a great naval loan. This could at present be floated with perfect ease on the best terms but what use would that be to the Navy? Britain had to build enough ships to secure the effective command of the sea, and it was absolutely necessary to build more than was necessary for that purpose in any one year. What was wanted was steady building on a regular plan; no sensational and violent departures from existing methods were required. Navies could not be created nor expanded in a year. Their regular development could best be secured by large annual supplies of money and not by excited and capricious windfalls or by means of great loans. (Cheers.) He thought, however, that, instead of the annual appropriation of money, expenditure should be presented to the House of Commons so as to command a survey of a period of several years.

BY TELEGRAPH.

[Copyright.]

INSURANCE AND HOME RULE.

MASTER OF ELIBANK'S DEFENCE.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

The Master of Elibank, speaking at Edinburgh, said the Government would take up the Unionist challenge and would make the Insurance Bill a party measure. They would use the whole power of party machinery to bring home to every household in the land that it owed to the Radical Government the blessing of a great and healing organisation. If the public disapproved of the measure after a fuller explanation of its essentials and details, the Government was prepared to stand the shock.

He complained that the Conservatives never attacked Home Rule on its merits. Home Rule would be a triumph for the principle of democratic government and would give strength to the Empire were now lay weakness. Mr. Bonar Law, he said, did not, in his speech on January 20th, say a word of rebuke to the Privy Counsellors who ostentatiously organised a rebellion. He declared that the intention of preventing a public meeting at Belfast and the attempt to deny the right of free speech was unparalleled in its arrogance and in the deliberation with which it was made. The fight for Home Rule was beginning under immensely improved conditions as compared with those of 1886 and 1893.

MARTIAL LAW IN LISBON.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

A telegram from Reuter's Lisbon correspondent states that the Cabinet, after conferring on the recent disturbances, has announced that, as order is being restored, martial law will shortly be abolished.

HOOLEY SENTENCED.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Ernest Terah Hookey, has been sentenced to a year's imprisonment in the second division for fraudulently obtaining £2,000 from a youth who was just inheriting a fortune.

CENSORSHIP PLAYS.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Mr. Deudall has been appointed joint censor of plays with Mr. Charles Brookfield, who was appointed censor in December last.

KING GEORGE AND LLOYD GEORGE.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Mr. Lloyd George had an audience with the King yesterday.

DEATH OF PRINCIPAL FAIRBAIN.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Principal Fairbairn, of Mansfield College, Oxford, is dead.

A WONDERFUL CAREER.

(Reuter's Service to the China Mail.)

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THE FRENCH NAVY.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

A Paris telegram states that for the French shipbuilding programme it is announced that three battleships will be laid down in 1912; two in each of the years 1913, 1914, and 1915; and four in 1916. Two fast cruisers will be built annually in 1917, 1918 and 1919, the estimated cost of the whole being fifty-six millions sterling.

GERMAN POLITICS.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Reuter's correspondent at Berlin wires that Herr Spahn of the Centre has been elected President of the Reichstag, and Herr Scheidemann (Socialist) and Herr Paschke (Liberal) Vice-Presidents.

AN ESPIONAGE CASE.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Mr. Justice Darling, after a long trial, has sentenced a man to ten years in Singapore for espionage.

BY TELEGRAPH.

[Copyright.]

THE STRIKE HABIT.

FRENCH MINERS' DECISION.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

A telegram from Reuter's correspondent at St. Etienne states that the miners in the Loire basin, as the result of a ballot, have decided overwhelmingly in favour of a general strike on March 1st.

ALFONSO BRAVES FLOODS.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Reuter's correspondent at Seville wires that King Alfonso has arrived. He was ordered for touring through flooded Andalusia.

LORD HALDANE IN GERMANY.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Lord Haldane dined with the Imperial Chancellor (Dr. Bethmann-Hollweg) in Berlin, the guests including Herr von Kintelen-Wiechler (Foreign Minister), Professor Harnack and several generals.

Reuter's correspondent at Berlin wires that Lord Haldane is monopolising attention. His movements are watched most closely.

The Berliner Tageblatt states that England for a considerable time has been endeavouring to improve Anglo-German relations. The Kaiser once remarked, "The English would take a different view of things if their Ministers would take the trouble to visit us." My friend, Lord Haldane, is the best fitted for the task. This being reported in London has resulted in Lord Haldane's mission.

The journal adds that Lord Haldane is authorised to inaugurate negotiations for the Anglo-German frontier questions in Africa, and that it is possible that the case of Walfisch Bay will be discussed.

The Daily Telegraph has reason to believe that exaggerated importance is being attached to the visit of Lord Haldane to Berlin. It is not anticipated that any result will follow except the creation of an atmosphere which may be more favourable to the cultivation of more cordial relations.

LONDON, Feb. 11.

Reuter's correspondent at Berlin reports that Lord Haldane returns to London to-morrow. Today he lunches with Baron Von Stumm.

A BELGIAN ASSERTION.

(Reuter's Service to the China Mail.)

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GERMAN PRESS OPINION.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Reuter's Berlin correspondent announces that the Press considers that Mr. Churchill's speech is little calculated to lighten Lord Haldane's task of preparing the way for an entente and declares that the description of the German Navy as a luxury exemplifies an incurable wrong-headedness in the British view point.

The Boeren Courier (Liberal) says if Mr. Churchill intended to destroy the possibility of Lord Haldane's visit having a good effect, he could not have achieved his aim more skilfully.

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The Berliner Tageblatt states that England for a considerable time has been endeavouring to improve Anglo-German relations. The Kaiser once remarked, "The English would take a different view of things if their Ministers would take the trouble to visit us." My friend, Lord Haldane, is the best fitted for the task. This being reported in London has resulted in Lord Haldane's mission.

The journal adds that Lord Haldane is authorised to inaugurate negotiations for the Anglo-German frontier questions in Africa, and that it is possible that the case of Walfisch Bay will be discussed.

The Daily Telegraph has reason to believe that exaggerated importance is being attached to the visit of Lord Haldane to Berlin. It is not anticipated that any result will follow except the creation of an atmosphere which may be more favourable to the cultivation of more cordial relations.

LONDON, Feb. 11.

Reuter's correspondent at Berlin reports that Lord Haldane returns to London to-morrow. Today he lunches with Baron Von Stumm.

A BELGIAN ASSERTION.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Reuter's correspondent at Berlin reports that Lord Haldane returns to London to-morrow. Today he lunches with Baron Von Stumm.

GERMAN PRESS OPINION.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Reuter's Berlin correspondent announces that the Press considers that Mr. Churchill's speech is little calculated to lighten Lord Haldane's task of preparing the way for an entente and declares that the description of the German Navy as a luxury exemplifies an incurable wrong-headedness in the British view point.

The Boeren Courier (Liberal) says if Mr. Churchill intended to destroy the possibility of Lord Haldane's visit having a good effect, he could not have achieved his aim more skilfully.

THE FRENCH NAVY.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

A Paris telegram states that for the French shipbuilding programme it is announced that three battleships will be laid down in 1912; two in each of the years 1913, 1914, and 1915; and four in 1916. Two fast cruisers will be built annually in 1917, 1918 and 1919, the estimated cost of the whole being fifty-six millions sterling.

GERMAN POLITICS.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Reuter's correspondent at Berlin wires that Herr Spahn of the Centre has been elected President of the Reichstag, and Herr Scheidemann (Socialist) and Herr Paschke (Liberal) Vice-Presidents.

AN ESPIONAGE CASE.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Mr. Justice Darling, after a long trial, has sentenced a man to ten years in Singapore for espionage.

THE STRIKE HABIT.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Reuter's correspondent at St. Etienne states that the miners in the Loire basin, as the result of a ballot, have decided overwhelmingly in favour of a general strike on March 1st.

ALFONSO BRAVES FLOODS.

(Reuter's Service to the China Mail.)

LONDON, Feb. 11.

Reuter's correspondent at Seville wires that King Alfonso has arrived. He was ordered for touring through flooded Andalusia.

LORD HALDANE IN GERMANY.

(Reuter's Service to the China Mail.)

LONDON, Feb. 10.

Lord Haldane dined with the Imperial Chancellor (Dr. Bethmann-Hollweg) in Berlin, the guests including Herr von Kintelen-Wiechler (Foreign Minister), Professor Harnack and several generals.

Reuter's correspondent at Berlin wires that Lord Haldane is monopolising attention. His movements are watched most closely.

The Berliner Tageblatt states that England for a considerable time has been endeavouring to improve Anglo-German relations. The Kaiser once remarked, "The English would take a different view of things if their Ministers would take the trouble to visit us." My friend, Lord Haldane, is the best fitted for the task. This being reported in London has resulted in Lord Haldane's mission.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMER	To SAIL	REMARKS
SHANGHAI, KOBE, YOKOHAMA, AND YOKOHAMA	ASSAY	10th Feb.	Freight only.
SHANGHAI	ASSAY	10th Feb.	Passenger.
LONDON, via Suez, Port Said, and Alexandria	HIMALAYA	10th Feb.	See Special.
LONDON & ANTWERP	SOCOTRA	21st Feb.	Freight only.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY. PROPOSED SAILINGS FROM HONGKONG, ST. JOHN, N.B., AND QUEBEC. SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
EMPEROR OF JAPAN Sat. 24. Feb.	EMPEROR OF IRELAND Fri. 22. Mar.
EMPEROR OF INDIA Sat. 23. Mar.	EMPEROR OF IRELAND Fri. 19. Apr.
EMPEROR OF INDIA Sat. 20. Apr.	EMPEROR OF IRELAND Fri. 17. May
EMPEROR OF INDIA Sat. 17. May	EMPEROR OF IRELAND Fri. 14. Jun.

Steamships leave HONGKONG at 7 A.M.

FROM LIVERPOOL	ARRIVE HONGKONG.
To QUEBEC, ST. JOHN, RAIL TO VANCOUVER.	From YOKOHAMA via KOREA, NAGASAKI, AND SHANGHAI.
EMPEROR OF IRELAND Fri. 1. Dec.	EMPEROR OF INDIA Thurs. 4. Jan.
EMPEROR OF IRELAND Fri. 29. Dec.	EMPEROR OF INDIA Thurs. 1. Feb.
EMPEROR OF BRITAIN Fri. 25. Jan.	EMPEROR OF INDIA Thurs. 2. Mar.
EMPEROR OF BRITAIN Fri. 23. Feb.	EMPEROR OF INDIA Thurs. 23. Mar.

All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus. Each Trans-Pacific "Empress" connects at Vancouver with a Mail Express Train and at St. John or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

HONGKONG TO LONDON, via Suez, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line) \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars on application to Agents.

Through Passengers are allowed "Stop Over" privileges at the various points of interest on route.

R. M. S. "MONTAGUE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Saloon on Intermediate Steamer "Montague" and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

Via Suez, Port Said, and Alexandria.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. O'BROOK, General Traffic Agent, Corner Pedder Street and Praya (Opposite Blake Pier).

NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Destinations.	STEAMERS	SAILING DATE.
MARSHALLS, LONDON, AND ANTWERP. Via SHANGHAI, KOBE, YOKOHAMA, SINGAPORE, PENANG, COLOMBO, SUEZ, AND PORT SAID.	TANGO MARU, Capt. K. Kawara, Tons 5000	WEDNESDAY, 14th Feb., at Daylight.
VICTORIA, B.C. & SEATTLE, via SHANGHAI, MOUL KOBE, YOKOHAMA, RAICHI & YOKOHAMA	KAMO MARU, Capt. Sommer, Tons 3000	WEDNESDAY, 28th Feb., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, ADELAIDE, and PORT AUSTRALIA.	YAWATA MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 16th Feb., at Noon.
SHANGHAI & KOBE	HIROSHIMA MARU, Capt. Hime, Tons 4000	MONDAY, 12th Feb., at Noon.
NAGASAKI, KOBE, AND YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 14th Feb., at Noon.
SHANGHAI, MOUL KOBE, AND BOMBAY	YAMATO MARU, Capt. S. Tominga, Tons 7000	TUESDAY, 27th Feb., at Noon.
KOBE & YOKOHAMA	MISHIMA MARU, Capt. M. Yagi, Tons 6000	THURSDAY, 15th Feb., at Noon.
BOMBAY, via SINGAPORE, COLOMBO, AND PORT SAID	YAKATA MARU, Capt. H. Nomura, Tons 5000	TUESDAY, 22nd Feb., at Noon.

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

Regular fortnightly service from KOBE to CALCUTTA sailing at HONGKONG, SINGAPORE, PENANG & RANGOON.

The next steamer from Hongkong—

JINSEN MARU, Tons 4,000. Capt. Machida. On Feb. 10th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
TANGO MARU	5000	K. Kawara	Feb. 14th
KAMO MARU	3000	F. L. Sommer	Feb. 28th
AKI MARU	7000	K. Hime	March 13th
MISHIMA MARU	6000	A. O. Mose	March 27th
KAGA MARU	7000	M. Yagi	April 10th
AYUTS MARU	8000	Wm. Thompson	April 24th

FOR SEATTLE.

Steamer	Tons	Captain	From Hongkong
INABA MARU	7000	S. Tominga	Feb. 27th
TAMBA MARU	7000	K. Noda	March 13th
SANUKI MARU	7000	K. Noda	April 3rd
AWA MARU	7000	T. Hime	April 23rd

For Further Information as to Freight, Sailings, etc., apply to T. KUBOMOTO, Manager.

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See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascination of Niagara, San Francisco, Chicago and New York.

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service, on application.

Steamers:

Mongolia	27,000 Tons	Starting Mar. 2nd, at 1 p.m.
Korea	18,000 "	April 2nd, at 1 p.m.
Siberia	18,000 "	April 16th, at 1 p.m.
Manchuria	18,000 "	Apr. 30th, at 1 p.m.
Mongolia	27,000 "	May 20th, at 1 p.m.

Intermediate:

Nile	11,000 "	Feb. 23rd, at 1 p.m.
Persia	9,000 "	Mar. 26th, at 1 p.m.
China	10,200 "	Apr. 23rd, at 1 p.m.

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Operating the THREE TRIPLE SCREW TURBINE Steamers

OHIYO MARU, SHINYO MARU & TENYO MARU.

Speed 18 KNOTS. Displacement 21,000 Tons.

AND THE TWIN SCREW S.S. NIPPON MARU INTERMEDIATE STEAMER.

Speed 21 KNOTS. Displacement 11,000 Tons.

Between HONGKONG and SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

SOUTH AMERICA LINE.

(In connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO, and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU & KIYO MARU.

Ply between HONGKONG and CORONEL via MOUL KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ, CALLAO, ARICA, IQUIQUE & VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

SAN FRANCISCO LINE—

Steamer Captain Date of Sailing

Chiyo Maru W. W. Gentry Friday, 16th Feb., at Noon.

NIPPON MARU A. G. Stevens Friday, 18th MARCH, at Noon.

TENYO MARU E. Best Friday, 15th MARCH, at Noon.

SHINYO MARU H. E. Smith Friday, 9th APRIL, at Noon.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

SOUTH AMERICA LINE—

Steamer Tons Date of Sailing

Kiyo Maru 17,500 Saturday, 17th Feb., at Noon.

BUYO MARU 11,000 TUESDAY, 8th APRIL, at Noon.

HONGKONG MARU 11,000 FRIDAY, 7th JUNE, at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

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HAMBURG-AMERIKA-LINIE.

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REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO.

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TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, London, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and NORTH AND SOUTH AMERICAN PORTS.

NEXT SAILINGS FROM HONGKONG

Outward	Homebound
For Hongkong, Kobe & Yokohama	For Havre, Hamburg & Alway
S.S. SUEVIA 18th Feb.	S.S. SUEVIA 18th Feb.
S.S. BELGIKA 4th May	For Rotterdam, Rotterdam and Hamburg
S.S. SAHLEN 10th May	S.S. SAHLEN 10th May
S.S. SAHLEN 10th May	For Rotterdam, Hamburg & Antwerp
S.S. C. FERD. LAUREZ 20th May	S.S. C. FERD. LAUREZ 20th May
	For Havre & Hamburg
	S.S. GOLDENFELS 5th May

For further Particulars, apply to HAMBURG-AMERIKA-LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMERS	To SAIL
SHANGHAI, KOBE, AND YOKOHAMA	TUESDAY, Feb. 13, Daylight.
SINGAPORE, PENANG & CALCUTTA	TUESDAY, Feb. 13, at Noon.
SHANGHAI	THURSDAY, Feb. 15, at Noon.
MANILA	THURSDAY, Feb. 15, at 2 p.m.
PHIENTSIN	SATURDAY, Feb. 24, at Noon.
MANILA	SATURDAY, Feb. 24, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days)

The steamers Kurewa, Kurewa and Kurewa leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is carried.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chaochow & Tientsin via Chingwang.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.

General Managers.

'SHIRE' LINE OF STEAMERS, LTD.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG.

(Subject to Alteration)

For	Steamers	Date of Departure.
LONDON & ANTWERP	CARMARTHEN HIRE	28th February.
LONDON, ROTTERDAM & ANTWERP	GLAMORGANSHIRE	15th March.

All steamers have excellent accommodation for a limited number of First-Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

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JARDINE, MATHESON & Co., Ltd.

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Hongkong, December 11, 1911.

1579

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN

Kobe, Hongkong and Rangoon.

EASTWARD

The S.S. FUJIKI, 4184 tons, Captain H. Chidley, due at Hongkong from Rangoon on the 15th inst., will be despatched for KOBE on the 14th inst., taking cargo and passengers at current rates. To be followed by the S.S. FUJIKI, 4182 tons, Captain W. E. Wainwright, R.N.R.

WESTWARD

The S.S. FUJIKI, 4184 tons, Captain H. Chidley, will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 14th March, 1912; followed by the S.S. FUJIKI, 4182 tons, Captain W. E. Wainwright, R.N.R.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.

Agents.

Hongkong, February 9, 1912.

1579

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO & SHANGHAI	SHENGLANG	Feb. 13, at 4 p.m.
MANILA, CEBU & ILOILO	SHENGLANG	Feb. 13, at 4 p.m.
HAIPHONG (Calla Holbo for mails only)	SHENGLANG	Feb. 13, at 4 p.m.
MANILA & ZAMBOANGA (via USUAL)	CHANGHAI	Feb. 15, at 4 p.m.
AUSTRALIAN PORTS	CHANGHAI	Feb. 15, at 4 p.m.
SHANGHAI	SHENGLANG	Feb. 17, Midnight.
MANILA, CEBU & ILOILO	KAITONG	Feb. 20, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU"

PAUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Saloons. A duly qualified Surgeon is carried. REDUCED FARES—Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers "Tou" & "Taming." Saloon accommodation of 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

SHANGHAI LINE. EAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Ashin, Chusan, Linan, Odessa, with excellent passenger accommodation, Electric Light throughout and Electric Fans in Saloons and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's steamer leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 38.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ALGERES, DRESDEN, SIBIRIA, SOUTHAMPTON, ANTWERP & BREMEN	Capt. F. Proch	(17,000)	WEDNESDAY, 21st Feb., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	Capt. J. Randermann	(17,000)	THURSDAY, 22nd Feb., at Noon.
MANILA, YAP, ANGAUR, COBLENZ, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	Capt. L. Klugkist	(6,750)	SATURDAY, 24th Feb., 10 a.m.
KOBE AND YOKOHAMA	Capt. D. Lenz	(6,000)	TUESDAY, 5th March, at Noon.
KUTAI AND SANDAKAN	Capt. F. Sembl	(6,000)	Middle of February.

All the steamers of the European Line are fitted with Wireless Telegraphy. New Systems of Telephony.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBE, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due London (1 day later)
HIMALAYA	7000	Feb. 17	MAEDONIA 10500	March 16	March 22
ASSAYE	7500	March 2	MOREA 11000	March 30	April 5
INDIA	8000	March 18	Through Steamer	April 19	April 19
DEVANHA	8000	March 30	MOLDAVIA 11000	April 27	May 3
DELTA	8000	April 11	MALLOJA 12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA 10000	May 26	June 1
CUEANA	7000	May 11	MALWA 10000	June 8	June 14
DEVANHA	8000	May 23	CHINA 8000	June 23	June 28
DELTA	8000	June 8	MAEDONIA 10500	July 6	July 12
ARCADIA	7000	June 23	MOREA 11000	July 20	July 26

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £43.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

(WILL LEAVE NOW)

LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Tonnage	Leave Hongkong	Due London
RYANZA	7000	February 17	March 22
NILE	7000	February 23	March 28
SUBIA	6500	March 2	April 7
SUMATRA	6500	March 9	April 14
NAMUR	6000	March 16	April 21
PALANWAN	5000	March 23	April 28
WONTOE	5000	March 30	May 5
SYRIA	7000	June 1	July 6
WORE	7000	June 8	July 13

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £35.0 SINGLE £52.10 RETURN.

2nd " £23.10 " £37.4 "

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

Via SHANGHAI.

For	STEAMERS	CAPTAIN	To Sail.
SHANGHAI, KOBE AND YOKOHAMA	DUMBEA	SEIZEN	Feb. 12, about 6 p.m.
MARSEILLES, Via Port	SYDNEY	COSTA	Feb. 13, at 1 p.m.

TRANSIPPING on the Co's Steamers at SINGAPORE, BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10. 20 hours railway from Marseilles to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING.
HAICHING	Capt. W. O. Passmore	SUNDAY, 11th Feb., at 10 a.m.
HAITAN	Capt. J. S. Rouch	WEDNESDAY, 14th Feb., at 11 a.m.
HAIVANG	Capt. J. W. Evans	TUESDAY, 20th Feb., at 11 a.m.

FOR SWATOW AND RETURN.

(Occupying 5 Days).

STEAMSHIP	CAPTAIN	LEAVING.
HAIMON	Capt. A. H. Stewart	TUESDAY, 13th Feb., at 11 a.m.
		FRIDAY, 16th Feb., at 11 a.m.

Steamers will arrive at, and depart from, the Company's wharf near Blake Pier.

For Freight and Passage apply to

DOUGLAS, LAPRAIK & CO.

General Managers.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Leave
ZAFIRO	4,000	M. O. Smith	Manila, Mangarin, Dolo & Cebu	SATURDAY, Feb. 17, at 4 p.m.
AUBL	4,000	S. Crosby	Manila, Mangarin, Dolo & Cebu	THURSDAY, Feb. 20, at 4 p.m.

For Freight and Passage apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.O., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
LUCERIO		J. MATHER	16th February

To be followed by other steamers of the Company at regular intervals. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

Telephone No. 730.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. 17th February.

3rd February.

For Rates and further information, apply to

THE BANK LINE, LIMITED.

(MANAGING AGENTS).

Hongkong, April 1, 1912.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to Argentina.

Cargo carried on Through Bills of Lading from Hongkong to River Plate transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

For Rates of Freight and further particulars apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

New Line of Steamers

South African Ports.

ORIENTAL AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons, To be, despatched on 15th February.

S.S. KATANGA, 5,600 tons, To follow.

And regularly thereafter.

For rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED.

Managing Agents.

Hongkong, August 23, 1911.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN EMPIRE	Feb. 9	Mar. 2nd, at Noon.
ST. ALBANS	Mar. 8	Mar. 30th, at Noon.
EASTERN	April 5	April 27th, at Noon.
	May 3	May 25th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & CO.

Agent.

Hongkong, November 4, 1909.

HONGKONG-BOSTON & NEW YORK.

AMERICAN ASIATIC S. S. CO.

FOR BOSTON & NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the MALABAR COAST.)

S.S. KARONGA. On or about 6th March, 1912.

For freight and further information apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, January 23, 1912.

Shipping.

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON DIRECT, WILL LEAVE HONGKONG ON MARCH 16th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, BOYT, MARSEILLES AND GIBRALTAR, AND IS DUE TO ARRIVE AT MARSEILLES LONDON

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON: 1st SALOON £71.10 SINGLE £106.14 RETURN. 2nd " £43.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

1110

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government).

MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID.

S.S. AFRICA, 3840 tons, will leave as above on March 19th, 1912, at 5 p.m.

Superior accommodation for 1st and 2nd Class and Steamer passengers. Cheap rates, Hongkong-Trieste Venice £20 1st class, 23d 2nd class. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

TO SHANGHAI.

S.S. AFRICA, 3840 tons, will leave as above on March 6th, at 6 a.m.

MONTHLY ORDINARY SERVICE.

S.S. VORWAERTS 12,830 tons, will leave for YOKOHAMA and KOBE, via SHANGHAI about February 17th, 6 p.m.

S.S. NIPPON 12,830 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, about February 22nd.

These steamers are fitted with comfortable One class accommodation for Saloon passengers. Cheap rates, Hongkong-Trieste Venice £43 no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

PRINCES BUILDING.

Hongkong, January 3, 1912.

1110

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED.

SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The direct train service, without transshipment, also shortest and fastest route to Chicago from the Pacific Coast to CHICAGO).

Cargo on through Bills of Lading to all Overland Common Points in the States of America and Canada, also to the Principal Ports in Mexico, Central America and So.

For

Steamers

Tons

Leaves

1911

VICTORIA B.O. & TACOMA via KOBE, YOKOHAMA, SEATTLE MARU, 6182 Thursday, 22nd Feb., at 11 a.m.

VICTORIA B.O. & TACOMA via MEXICO MARU, 6064 Tuesday, 5th Mar., at 11 a.m.

1st-class fare from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland, B.O. \$110.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers situated AMIDSHIPS. A limited number of Cabin passengers are carried at low special attention.

Best adapted rooms for carrying Silk, Treasure and Parcel.

Even towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For

Steamers

Leaves

FOOCHOW, via SWATOW and CHOSHUN MARU, SUNDAY, 18th Feb., at 8 a.m.

TAMSUI via SWATOW & AMOY DAININ MARU, SUNDAY, 18th Feb., at 10 a.m.

ANPING, via SWATOW & SOSH MARU, WEDNESDAY, 21st Feb., at 8 a.m.

Fast speed, Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor No. 1, Queen's Buildings.

S. HIROI, Manager.

1110

THE CHINA MAIL COMBINED COLOURED TYPHOON MAP & GUIDE.

Showing tracks and daily progress of the big Typhoons during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 cents.

From the CHINA MAIL Office.

1110

Notices to Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP, KERRIES.

FROM TACOMA, SEATTLE, VANCOUVER, YOKOHAMA, KOBE AND NAGASAKI.

THE above Steamers having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo imposing the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, February 9, 1912.

1110

BANK LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENGAL.

FROM LEITH, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous under extra hazardous conditions of the Hongkong and Shanghai Steamship & Navigation Co., Limited, whose policy from the stevedores delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to sale.

All Claims against the steamer must be presented to the Underwriter on or before the 1st prox. or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1912.

1110

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS, SHANGHAI & MANILA.

CONSIGNEES of CARGO per Steamship MANOHUA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and to take immediate delivery of cargo from alongside.

Cargo imposing the discharge will be landed and stored at Consignees' risk and expense.

Cargo remaining on board of the THURSDAY, February 8th, 1912, at noon will be landed at Consignees' risk and expense.

No delivery must be taken from Company's Godowns after 11 a.m. on THURSDAY, 12th February, 1912, at noon, will be subject to re-land and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godowns on SATURDAY, February 10th, 1912, at 10 a.m.

All claims must be filed on or before March 6th, 1912, otherwise they will not be recognized.

FRED J. HALTON, Agent.

Hongkong, February 6, 1912.

1110

PIRAE TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAY.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.



P. & M. GROOTES BROTHERS WESTZAAN
(HOLLAND)

ESTABLISHED 1895

This PURE SOLUBLE DUTCH COCOA

Supplied to the Royal Courts of Holland and Austria.
ABSOLUTELY PURE
Recommended by the Medical Faculty for its Digestive Qualities.

ECONOMICAL (Quarter pound Tin makes twenty-five breakfast cups).

SPECIALLY ADAPTED FOR INVALIDS.
Recognised by THIRTY-EIGHT Medals and EIGHT Honourable Mentions.

Packed in one pound, half pound and quarter pound Tins.

FOR SALE AT ALL STORES,

AND AT

Messrs SINCERE & CO.

and WING ON & CO.

Ask for GROOTES' COCOA!!!

30 cents per 1/2 pound tin.

SAMPLE tins FREE.

ON APPLICATION TO

MacEwen, Frickel & Co.,

4, DES VEXES ROAD,

Sole Agents for South China.

RACE SEASON 1912.

RELIABLE CHRONOGRAPHS

WITH SINGLE AND SPLIT SECONDS

ZEISS PRISM BINOCULARS

NEW MODELS.

From the AGENTS

Chs. J. GAUPP & Co.

To-day's Advertisements

GRAND BALLOON

ASOENT

PARACHUTE DESCENT

BY

CAPTAIN J. W. PRICE

MONDAY, FEBRUARY 19.

FROM the large compound of the

Hongkong and Kowloon Wharf and

Godown Company in Kowloon, near the

Railway Station, entrance from the Fringe.

Admission, including round trip to the

Party: 1st Class, \$1.00; 2nd Class, 50

cents; 3rd Class, 30 cents.

BAND IN ATTENDANCE.

Gates open, 2 p.m.; inflating balloon,

4 p.m.; ascent about 4.30 p.m.

Hongkong, February 12, 1912. 196

NOTICE TO SHAREHOLDERS

WO SHUN STEAMBOAT CO., LTD.

NOTICE IS HEREBY GIVEN THAT AN

EXTRAORDINARY MEETING OF THE

above Company will be held on the

16th inst., at 28, CONNOR ROAD WEST,

for the purpose of confirming the Special

Resolution passed at the Meeting held on

the 29th January 1912.

FUR LOE HING.

Hongkong, February 12, 1912. 198

INDRA LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM NEW YORK VIA SUEZ CANAL.

THE S.S. Indraman having arrived

from the above port, Consignees of

Cargo by her are hereby informed that all

Goods are being landed at their risk into

the Godowns of the Hongkong and Kowloon

Godown Co., Ltd., whence and from it

whenever delivery may be obtained.

All broken, chafed and damaged goods

are to be left in the Godowns, where they

will be examined on Saturday, 17th inst.,

at 10 a.m. Claims against the steamer

must be presented within 10 days of arrival

otherwise they will not be recognized.

No Fire Insurance will be effected by us

in any case whatever.

Optional cargo will be landed here unless

instructions are given to the contrary before

Monday to-day.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, February 12, 1912. 194

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP LEXNOL.

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES OF Cargo are hereby

informed that the above ship, after

being landed at their risk into the

Godowns of the Hongkong and Kowloon

Godown Co., Ltd., whence and from it

whenever delivery may be obtained.

All broken, chafed and damaged goods

are to be left in the Godowns, where they

will be examined on the 20th inst., at

2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., Ltd.,

Agents.

Hongkong, February 12, 1912. 193

NOTICE TO CONSIGNEES

STEAMER DUMBEA

COMPAGNIE DES MESSAGERIES

MARITIMES.

To-day's Advertisements

HONGKONG ICE COMPANY,

LIMITED.

THE THIRTY-FIRST ORDINARY

ANNUAL MEETING OF SHARE-

HOLDERS will be held at the Offices of

the General Managers at 12 Noon, on

WEDNESDAY, 28th instant, to receive a

Statement of the Company's Accounts to

31st December, 1911, and the Report of

the General Managers.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 15th inst.

to the 28th inst., both days inclusive.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, February 12, 1912. 197

STEAMERS PASSED SUEZ CANAL.

OUTWARD.

January 9, Kahuna, Prussen.

January 12, Wray Castle.

January 16, Austria.

January 19, Sueria.

January 23, Niamachus, Afghan Prince

Palmer.

January 26, Dardanus, Pasha, Athens.

January 30, Bowdler, Nubia.

February 2, Neta.

February 6, Glasthur, Indravadi,

Koga Maru, Toyama.

February 9, Alcinous, Belgravia, Su-

matra, Indravadi, Jan la.

HONGKONG.

February 2, Ophelia, Prometheus.

February 6, Parthena.

February 9, Alcinous, Belgravia, Su-

matra, Indravadi, Jan la.

February 9, Indravadi, Kishanu Maru,

Prism, Prins Ludwig.

STEAMERS EXPECTED

Other Vessels.

The N. Y. K. s.s. Hiroshima Maru (Cal-

cutta Line) left Singapore for this port

on the 5th February, and is expected

here on the 12th February.

The N. Y. K. s.s. Yawata Maru (Aus-

tralia Line) left Nagasaki for this port

on the 6th February, and is expected

here on the 13th February.

The P. & O. S. S. s.s. Zeyher left Sin-

gapore for this port on Tuesday,

8th February, at 8 a.m., and is due

here on Tuesday, the 13th February,

at noon.

The N. Y. K. s.s. Banbay Maru (Bom-

bay Line) left Singapore for this port

on the 13th February, and is expected

here on the 14th February.

The I. C. S. N. Co. Ltd.'s s.s. Dairany

left Calcutta for Hongkong for this

port on the 10th February, and is

expected here on the 15th February.

The Austrian Lloyd's s.s. Forster left

Singapore for this port on the 10th

February, and is due here on the

15th February, at noon.

The N. Y. K. s.s. Indra Maru (Ameri-

can Line) left Yokohama for this port

on the 9th February, and is expected

here on the 18th February.

The N. Y. K. s.s. Colombo Maru (Bom-

bay Line) left Bombay for this port

on the 10th February, and is expected

here on the 27th February.

Latest Advice.

The N. D. L. s.s. Yorck, carrying the Ger-

man Mail with dates from Berlin of

the 24th January, left Colombo on

Sunday, the 11th February, p.m., and

may be expected here on or about

Tuesday, the 22nd February.

The N. D. L. s.s. Prinz Sigismund left

Sydney on Saturday, the 11th Feb.

a.m., and may be expected here on

or about the 14th inst.

The N. D. L. s.s. Prinz Adalbert left

Shanghai on Friday, the 10th Feb.

February, at 2 a.m., arrived at

Shanghai on Sunday, the 11th Feb.

at 10 a.m.

The P. & O. S. S. Co's s.s. Korea which

left Hongkong for San Francisco on

the 8th February, arrived at San Fran-

cisco on the 10th February.

The Ben Line steamer Brisbane from Mid-

dleboro and London, left Singapore on

the 10th February for this port.

The P. & O. S. S. Co's s.s. Assay with

the Enigma Mail, left Singapore on

Saturday, the 10th February, at 5

p.m., and may be expected here on

or about Thursday, the 15th Feb.

at 6 p.m. This packet brings Parcel

Mail closed in London for despatch

by the all India route on the 10th

January, and for despatch overland

on the 18th January.

The H. & A. s.s. Sura 1st Singapore on

the 11th February, a.m., and may be

expected here on or about the 12th

February, at noon.

The S. D. L. s.s. Godes which left here

on Tuesday, the 6th February, at noon,

arrived Singapore on Monday, the 12th

February, at 7 a.m.

Temperature.

Hongkong, February 12, 1912.

Barometer 30.00

Do 29.90

Do 29.80

Do 29.70

Do 29.60

Do 29.50

Do 29.40

Do 29.30

Do 29.20

Do 29.10

Do 29.00

Do 28.90

Do 28.80

Do 28.70

Do 28.60

Do 28.50

Do 28.40

Do 28.30

Do 28.20

Do 28.10

Do 28.00

Do 27.90

Do 27.80

Do 27.70

Do 27.60

Do 27.50

Do 27.40

Do 27.30

Do 27.20

Do 27.10

Do 27.00

Do 26.90

Do 26.80

Do 26.70

Do 26.60

Do 26.50

Do 26.40

Do 26.30

Do 26.20

Do 26.10

Do 26.00

Do 25.90

Do 25.80